RUSHTON'S
ROWBOATS & CANOES

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1873

1907

CATALOGUE

OF HIGH GRADE

ROW BOATS AND CANOES

SOME ALL CEDAR ø OTHERS ALL WOOD
OTHERS CEDAR, CANVAS COVERED

WE do not have our own designs for power boats or canoes, excepting as we modify designs shown on the following pages. We are never too busy to build special canoes or small row boats, when we can do so to the mutual advantage of you—the purchaser, and us—the builders. If you do not find just what you want in the catalogue, write and tell us what you want.

We always carry from two hundred to twelve hundred Boats and Canoes in stock, and have a large force of skilled workmen building stock or special orders. Can any other builder give you as good service?

J. H. RUSHTON, INC. CANTON, NEW YORK, U. S. A.

L. C. CHILDS & SON, PRINTERS, UTICA, N. Y.

Regarding Safety—What do YOU think?

From Photo furnished by M. O'Neill & Co., Akron, Ohio.

TO OUR FRIENDS AND PATRONS

IN placing before you this catalogue, with its different styles of boats and canoes, we are giving you the results of years of elimination, not the fruits of untried and unproven brains. Our models have been before a discriminating public for thirty-three years, and each year prove more popular.

We have met the demand for **cheaper** goods, by producing better goods. For, to be candid, the cry is not for cheaper goods, but for lower priced ones. We do not cater to this demand. It is unsatisfactory to the buyer, and the seller The man who is looking for "something for nothing" **always** gets the worst of the bargain. We are here to give everybody a "square deal."

To reduce this "cheap canoes" to a matter of dollars and cents - You buy a **Rushton** canoe at say $35.00, and it gives you seven years *or more* service. That makes the cost $5 00 per year. You buy a ——— canoe for say $30.00, and it gives you two years service. There is $15.00 per year. So a **Rushton** costs you only one-third as much as the other. Some say the $35.00 canoe is expensive. We would say that it was much cheaper than the $30.00 one, anyway.

How do we know that the **Rushton** canoe would last at least seven years? We have been building all-wood canoes for thirty-three years. Undoubtedly many of them wore out. We never had a complaint, so we have always supposed that their owners were satisfied. We have been building the canvas covered canoes for six years. Not a complaint, and but very few, less than ½ per cent., re-canvassed.

The 1906 price list was made about 1900. Since that date, cost of raw materials has advanced from 10% to 100%. We have found it impossible to maintain old prices. We do not mention this to excuse our action. Buyers who follow the market will understand our position. With this continued advance in price of materials, we had but two courses open to us. We had to "take it out" of the goods, or add it to the price. We have spent a third of a century building up a reputation for turning out the best boats and canoes. We want to live up to this reputation.

To those of you who are old friends and customers, who have seen and used our product, we can only say that we are keeping up to our standard. To you whom we have not had the pleasure of serving, we would say that our catalogue only commences to describe our goods in their true light. Boats are as different as their builders, and no better, while all black ink is the same shade, if carefully applied. We hope to have the pleasure of filling your next order, because you want the best, and we want you to have it.

Yours respectfully, **J. H. RUSHTON, Inc.**

CANTON, N. Y, January 1, 1907. J. H. RUSHTON, Manager.

TAKE NOTICE:—We hereby withdraw and cancel all former prices, discounts and terms.

J. H. RUSHTON, Inc., Canton, N. Y., January 1, 1907.

TERMS OF SALE AND PAYMENT. Shipment, etc.

The list prices in this catalogue are strictly net for retail trade. There is no discount except to bona-fide dealers. We will make no charge for packing where cash accompanies order, in lieu of allowing cash discount. We cannot open accounts with strangers of whose responsibility we know nothing, nor with dealers except they have a satisfactory rating in Bradstreet's. Persons wishing to purchase goods by mail should satisfy themselves that selling party is responsible for contract and then send cash with order. To neglect the former is to invite loss or trouble, if your orders are not properly filled. Neglect of the latter requires of the selling party either more confidence in human nature than it is reasonable to expect and a larger percentage of loss in collections than is profitable, or special inquiries through Banks or Commercial Agencies, which delay shipments and often annoy purchasers.

Bill of Lading and C. O. D.—Goods may be shipped by freight on bill of lading, or by express C. O. D., on payment sufficient to cover transportation both ways. The usual charge for packing as noted below will be made on all such shipments.

Packing for Shipment.—Both row boats and canoes will be packed in hay or excelsior, paper and burlap. We have decided not to crate boats or canoes, except as ordered. Our customers can save from 25% upwards on freight charges by having goods packed as above noted. We find it so difficult to obtain suitable lumber at reasonable prices that we have decided to take this action. We are prepared at all times to furnish crates at reasonable prices.

The Transportation Companies give us clean receipts for all shipments and are responsible for safe deliveries.

Shipping Weight.—It is impossible to give the exact gross weight of boats and canoes. The small canoes 10½ ft. long weigh about 50 lbs.; other canoes up to 18 ft. weigh about 100 lbs. to 110 lbs. without fittings. Row boats will weigh about 125 lbs. and up. These weights are, of course, the gross weights packed in burlap and excelsior. Net weight is given with description of each model.

Shipment.—In making freight shipment, any package, however small, is billed at 100 lbs. Small packages are liable to go astray, and we recommend their shipment by express. Small fittings can often be sent cheaper by mail than by express. We will make such mail shipments only when customer includes postage to cover same.

Transportation Lines.—Canton, N. Y. is a station on the Rome, Watertown & Ogdensburg Railroad, by lease a part of the N. Y. C. & H. R. R. R. system. The *American* is the only express line here.

PLEASURE BOATS—Model, Material, Construction.

MODELS—The value of a boat depends largely on its model, and the model must be adapted to the purpose for which it is intended. A boat for ladies' and children's use should be broad and flat on the bottom, safety being the prime, and speed the secondary consideration. For the expert boatman, a trifle more dead rise and finer lines give a faster boat. We have tried (for 34 years) to obtain the best possible results from given dimensions, viz: the fastest safe boat, and the safest fast boat. A further description of models will be found in the engravings and descriptions of individual boats.

MATERIAL—Do not confound *our* White Cedar, which grows only in the most Northern States and Canada, with the White Cedar of New Jersey and Virginia. The former is the lightest known wood, of this or any other country, that is suitable for planks of small craft. One cubic foot, air seasoned (not kiln-dried), weighs but *eighteen pounds*, while the White Cedar of New Jersey and Virginia weighs 28 pounds.

The Northern Cedar is soft, tough and durable. You can give it a vast amount of hard usage with but little injury and *time* makes little impression on it. We have known the Cedar planking in a boat to be sound and perfect after twenty, years' constant use every summer, and having only such shelter winters as may be found in a woods camp.

Black Cherry is the finest of all our native hard woods and the most costly. It is close grained and finishes very smooth, is of a reddish color that deepens and darkens with age. Mahogany, Oak, Ash, Spruce, etc., are too well-known to require description here.

CONSTRUCTION—LAP STREAK.

FOR OVER THIRTY YEARS we have been believers in and builders of lap streak boats. We believe it to be the very best and strongest system in use for light work. Witness the TEN-POUND SAIRY GAMP, built for "Nessmuk," and the still lighter canoe built for and used by him for two seasons in Florida at a later date, and still in commission. It would be simply impossible to build these to light weights by any other method.

With each streak shaped and fitted for its particular place, and the edges lapped and firmly fastened together, it becomes in strength as one whole piece, WITHOUT the strain that attends warping into place broad streaks; neither does it depend entirely on the timbers to hold the planking together, as in carvel built boats.

SMOOTH SKIN—We make Smooth Skin by beveling each streak to an edge inside and out, and at the curve or bilge working the streaks hollow and round from thicker material. It is then double clinch fastened on planking ¼ inch or under in thickness, viz: nailed from both sides, the tack head always on the thin edge and the clinch in solid wood.

SQUARE STERN BOATS—Any of our pleasure boats will be built square stern, TO ORDER, for the extra cost as named in description of individual boats.

PLEASURE BOATS—Grades.

GRADE AA. This Grade Built only to Order.

Material—Selected oak keelson. Stem and sternpost, bent cherry. Planking and decks, selected mahogany. Ribs, red elm. Gunwales, inwales and coaming, cherry. Stern seat of cherry or other fine wood; the other seats are caned unless otherwise stated in description of individual boat. Floor gratings, oak or cherry, or both combined. All exposed fastenings of copper or brass. Best grade linseed oil and spar varnish for finish. Nickel-plated stem bands, and fancy pattern seat braces

Construction—Hull, smooth skin. The joints are lapped from ½ to ¾ inch, and double clinched fastened throughout if ¼ inch planking. The bilge streaks are from thicker material than the other streaks, and are hollowed and rounded by hand. The ribs are clinch fastened (unless otherwise by special order), not only on the joints, but at the center of the plank when below water line, to prevent warping or bulging. The ribs are spaced from two to four inches, according to thickness of planking, and the ends are pocketed in the inwale, making a solid rail, and adding to both the strength and beauty of the boat. The decks are from 18 to 32 inches long (according to length of boat) and are made of strips, usually ⅜ inch wide by ½ inch deep, laid to follow gunwale line, and blind nailed to the deck timbers and to each other. The deck batten covers the joint made in the center, and a small coaming forms the finish at the inner end. The grating is made of narrow strips laid lengthwise of the boat and fastened to cross pieces skin-fitted to the planking. The seat frames are made with double doweled joints.

Finish—One coat filler, two of best spar varnish (on a hurry order, two coats best white shellac are used in place of the first coat of varnish).

Fittings—Are named with each individual boat.

Remarks—With the rich combination of colors in the natural woods, and elegant finish and furnishings, no craft can be more beautiful. Neither time nor money will be spared to put the greatest possible intrinsic value into it.

☞Prices given by letter on application.

If any boat is given an individual description as to material, in whole or in part (as Livery boat, Saranac, Dinghy or Indian), go by that description—otherwise by general description of grades.

PLEASURE BOATS—Grades.

GRADE A.

MATERIAL—Selected oak keelson. Stem and sternpost, bent oak or elm. Planking, selected Northern white cedar, except sheer streak, that of mahogany. Ribs, red elm. Gunwales, inwales and coamings, cherry. Decks and battens, mahogany. Stern seat of cherry or other fine wood; the other seats are caned unless otherwise stated in description of individual boat. Inside floor of basswood or other suitable material. All fastenings of copper or brass. Nickel plated stem bands and seat braces.

CONSTRUCTION—The same as Grade AA, EXCEPT a plain bottom board instead of grating.

FINISH—One coat linseed oil and two of best spar varnish, or, on a hurry order, two coats of shellac substituted for first coat of varnish.

FITTINGS—Will be named with each individual boat.

REMARKS—This grade is quite equal to Grade AA in strength and durability, and is elegant in every respect.

GRADE B.

MATERIAL—The same as Grade A, except that the gunwales, inwales and coamings are of ash or oak, decks of cherry, and the various kinds of wood are of a trifle lower grade, and stem bands and seat braces are not plated.

CONSTRUCTION—LAP STREAK, clinch fastened, otherwise like Grade A.

FINISH—The same as Grade A.

FITTINGS—Will be named with each individual boat.

GRADE C.

MATERIAL—Keelson and stems, oak. Planking, sound Northern white cedar. Ribs, red elm. Gunwales, ash; inwales, seats, decks, battens, coamings and floor, of any suitable wood. All fastenings of copper or brass. Brass stem bands reaching to above water line. Polished brass seat braces. Oil and varnish finish.

CONSTRUCTION—LAP STREAK, clinch fastened, ends of ribs pocketed in inwales, decks as in higher grades, seats plain wood.

FINISH—One coat linseed oil and two coats of best spar varnish or shellac may be substituted for first coat of varnish.

FITTINGS—Will be named with each individual boat.

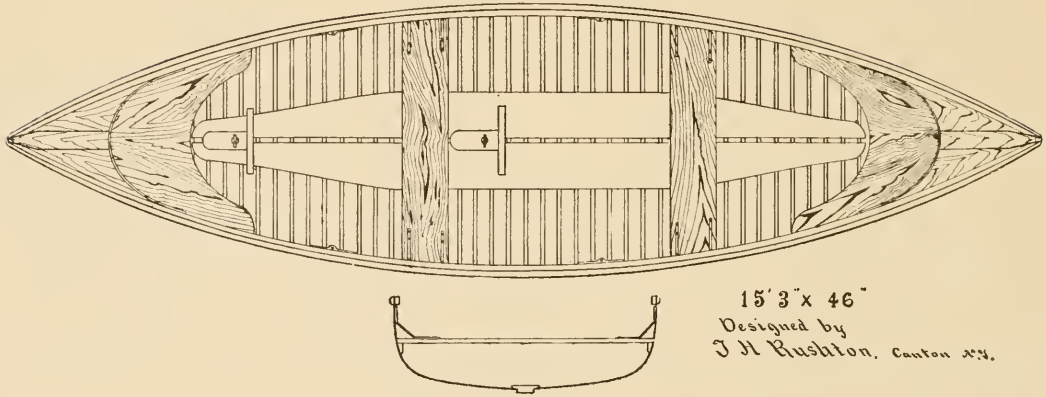
REMARKS—This is a thoroughly well made, well finished, up-to-date, every day, all around boat; one that we can guarantee in every respect. Well suited to livery use, and all other purposes where only a moderate outlay is desired.

If any boat is given an individual description as to material, in whole or in part (as Livery boat, Saranac, Dinghy or Indian), go by that description, otherwise by general description of grades.

When the word OR is used in this sense, "elm or oak stems," "cherry or oak gunwales," "ash or oak inwales and seat frames," etc., etc., it must be understood that the use of either, *at the builder's option*, fills this catalogue contract.

PLEASURE ROW BOATS—Description and Prices.

LIVERY—DOUBLE ENDER.



15'3" x 46"
Designed by
J. H. Rushton, Canton N.Y.

PLEASURE ROW BOATS—Description and Prices.

LIVERY—DOUBLE ENDER. (See opposite page).

This boat is designed and built to provide a very strong, durable, yet comparatively low priced boat for livery purposes. It is built in but one size, one grade. Dimensions and finish as shown.

MATERIAL—Keelson, oak ; stems, elm ; planking, sound white cedar ; ribs, red elm ; decks, ash or butternut ; battens, white cedar ; seats, ash or butternut ; gunwales and inwales, ash ; floor, basswood ; all exposed fastenings, copper or brass.

CONSTRUCTION—Planking, 5-16 inch thick, the usual lap streak, clinch fastened. Ribs spaced three inches. Brass stem bands as in C grade boats.

FINISH—One coat linseed oil, two of spar varnish. When built to order will be painted any color, except white or vermilion, at same price.

FITTINGS—At prices here named will be one pair straight blade spruce oars ; one pair polished brass rowlocks, No. 1 oarlock with No. 4 socket.

PRICE—Packed in burlap and excelsior, $65 00. Net weight about 125 lbs.

LIVERY—SQUARE STERN. (See next page).

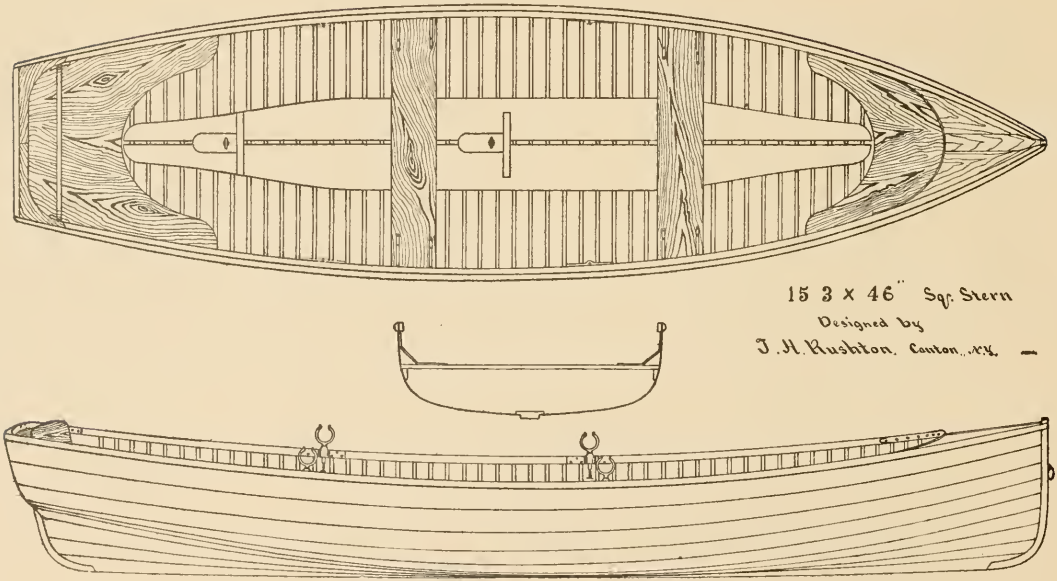
This boat is, in dimensions, material, construction, finish and fittings, the same as the preceding boat. It differs ONLY in being square stern.

PRICE—Packed in burlap and excelsior, $71.50. Net weight about 135 lbs.

Where cash does not accompany order, our charge for packing the above boats in burlap and excelsior will be $2.00 ; for crating, $2 50 ; for both, $4.00.

PLEASURE ROW BOATS—Description and Prices.

LIVERY—SQUARE STERN.



15 3 x 46" Sqr. Stern
Designed by
J. H. Rushton, Canton, N.Y.

ADIRONDACK or SARANAC LAKE BOAT.

STANDARD MAKE.

STANDARD DIMENSIONS—Length, 16 feet; beam 37 inches.

MATERIAL—Stems and knees, spruce or hackmatack; bottom, clear white pine or white cedar; planking and decks, clear white cedar; seat frames and gunwales, cherry. All fastenings, copper or brass. Brass strips on bottom and brass stem bands.

CONSTRUCTION—Stems and knees, natural crook. Knees about ¾ x ⅜, spaced 4 inches. Planking ¼ inch thick. Smooth lap as in Grade A boats. Gunwales neatly rounded, except where sockets go on. Decks in narrow strips, not as shown here. Three cane bottom seats.

FINISH—One coat linseed oil, two of best spar varnish.

FITTINGS—Two pair sockets; one pair oarlocks No. 4, polished brass; one pair 8 foot, square loom, hand made maple oars; one single blade maple paddle; one cane back for stern seat; one cane back, with straps and hinges, for middle seat; one carrying yoke.

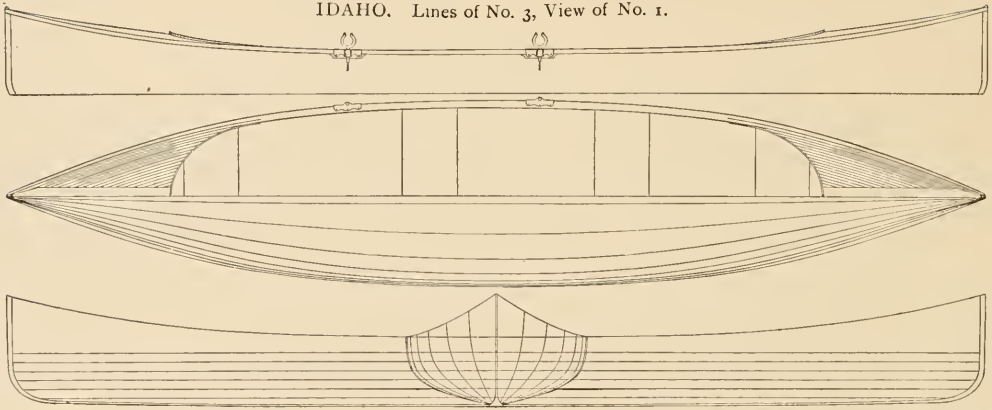
WEIGHT—About 60 to 65 lbs. stripped.

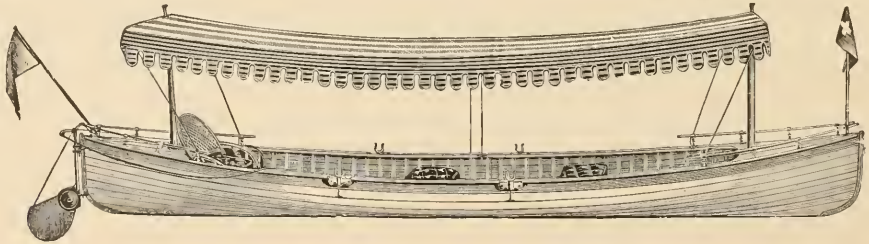
PRICE—Packed in burlap and excelsior, $100.00.

Where cash does not accompany order, our charge for packing the above boat in burlap and excelsior, will be $1.50; for crating, $2.00; for both, $3.25.

PLEASURE ROW BOATS—Description and Prices.

IDAHO. Lines of No. 3, View of No. 1.





PLEASURE ROW BOATS—Description and Prices.

IDAHO.

Number	Length Feet	Beam Inches	Depth at Ends	Depth Amidship	Thickness of Planking	Number of Seats	Weight	Price Grade A	Price Grade B	Price Grade C
1	20	40	25	15½	⅜	4	140	$150.00	$110.00	$89.50
2	19	40	25	15½	⅜	4	130	145.00	105.00	84.50
3	18	40	25	15½	⅜	4	120	140.00	100.00	79.75
If built square stern							add	12.00	10.00	10.00
For copper air tanks							add	10.00	10.00	10.00

On opposite page this boat is shown fitted out with extras, as: Drop rudder, nickel plated railing, awning, cushions, etc.

At above named prices the fittings are:

GRADE A—Brass stem bands and painter fastenings, flag pole tubes and plates, fancy pattern seat braces, No. 57 rudder braces, two pairs No. 1 rowlocks, all nickel plated. Two small sticks for flags, rudder, two pairs best spruce spoon oars, two foot braces, one No. 1 chair seat.

GRADE B—Brass stem bands and painter fastenings, No. 58 rudder braces, seat braces, two pairs No. 1 rowlocks, all in polished brass. Two pairs spoon oars, two foot braces, rudder, one No. 2 chair seat.

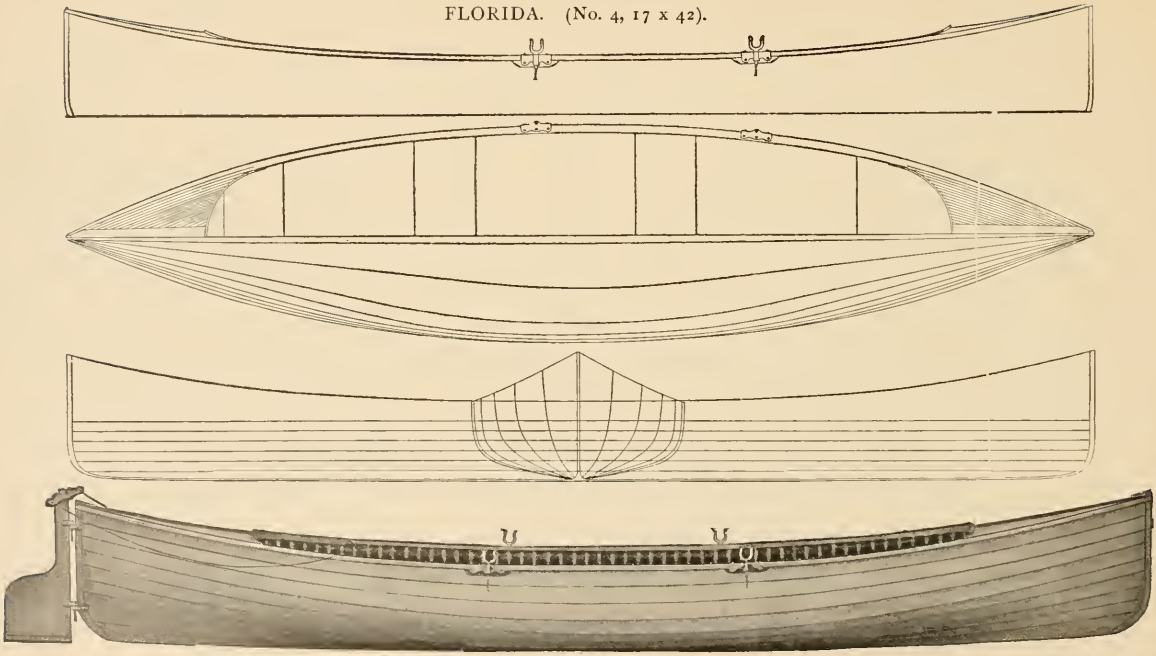
GRADE C—Stem bands reaching from above water line, painter fastenings, seat braces, No. 58 rudder braces, two pairs No. 1 rowlocks, all in polished brass. Two pairs straight blade spruce oars, two foot braces and rudder.

Oars leathered with flange and to lap about four inches unless otherwise ordered.

Where cash does not accompany order, our charge for packing the above boat in burlap and excelsior will be $2.50: for crating, $3.00; for both $5.00.

PLEASURE ROW BOATS—Description and Prices.

FLORIDA. (No. 4, 17 x 42).



PLEASURE ROW BOATS—Description and Prices.

FLORIDA.

Number	Length Feet	Beam Inches	Depth At Ends	Depth Amidship	Thickness of Planking	Number of Seats	Weight	Price Grade A	Price Grade B	Price Grade C
4	17	42	25½	15¾	$\frac{5}{16}$	4	115	$135.00	$100.00	$79.50
5	16	42	25½	15¾	¼	3	10[illegible]	130.00	95.00	75.50
6	15	42	25½	15¾	¼	3	95	125.00	90.00	72 50
If built square stem ..... add								12.00	10.00	10.00
For copper air tanks ..... add								10.00	10.00	10.00

At above named prices the fittings are :

GRADE A—Brass stem bands and painter fastenings, flag pole tubes and plates, fancy pattern seat braces, No. 57 rudder braces, two pairs No. 1 rowlocks, all nickel plated. Two small sticks for flags, rudder, two pairs best spruce spoon oars, two foot braces, one No. 1 chair seat.

GRADE B—Brass stem bands and painter fastenings, No. 58 rudder braces, two pairs No. 1 rowlocks, all polished brass. Two pairs spoon oars, two foot braces, rudder and one No. 2 chair seat.

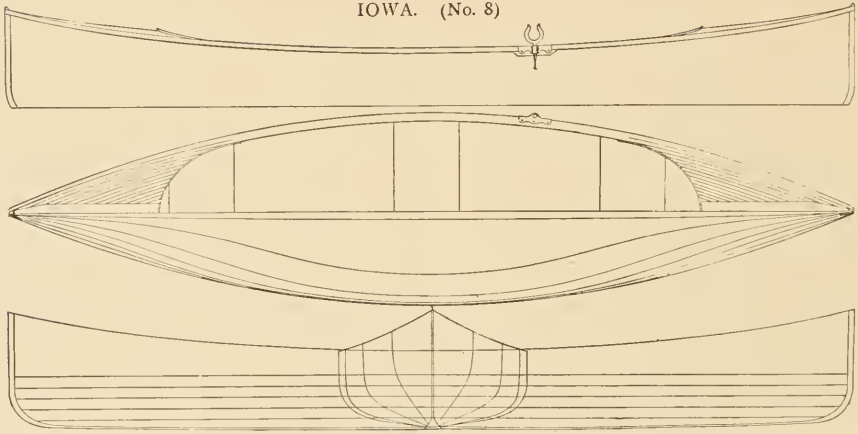
GRADE C—Stem bands reaching from above water line, painter fastenings, seat braces, No. 58 rudder braces, two pairs No. 1 rowlocks, all polished brass. Two pairs straight blade spruce oars, two foot braces and rudder.

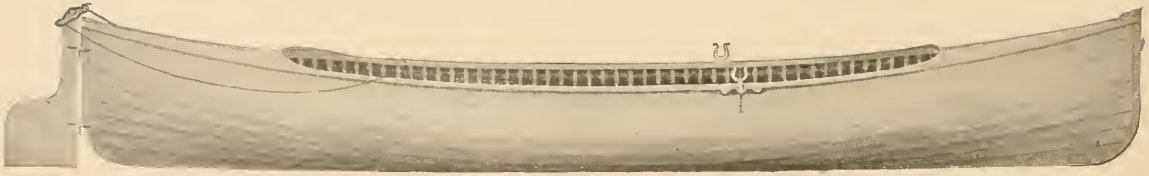
Oars leathered with flange and to lap about four inches, unless otherwise ordered.

Where cash does not accompany order. our charge for packing the above boat in burlap and excelsior, will be $2.50; for crating, $3.00; for both, $5.00.

PLEASURE ROW BOATS—Description and Prices.

IOWA. (No. 8)





PLEASURE ROW BOATS—Description and Prices.

IOWA.

Number	Length Feet	Beam Inches	Depth at Ends	Depth Amidship	Thickness of Planking	Number of Seats	Weight	Price Grade A	Price Grade B	Price Grade C
6	15	36	23	14	1/4	3	85	$114.00	$79.00	$69.00
7	14	36	23	14	1/4	3	80	109.00	74.00	64.00
8	13	36	23	14	1/4	3	76	104.00	69.00	59.00
If built square stern.....							add	11.50	10.50	10.50
For copper air tanks.....							add	8.50	8.50	8.50

At above named prices the fittings are :

GRADE A—Brass stem bands and painter fastenings, flag pole tubes and plates, fancy pattern seat braces, No. 57 rudder braces, one pair No. 1 rowlocks, all nickel plated. Two small sticks for flags. one wood rudder, one pair best spruce spoon oars, one foot brace and one No. 1 chair seat.

GRADE B—Brass stem bands and painter fastenings, No. 58 rudder braces, seat braces, one pair No. 1 rowlocks, all polished brass. One pair spoon oars, one foot brace, rudder and one No. 2 chair seat.

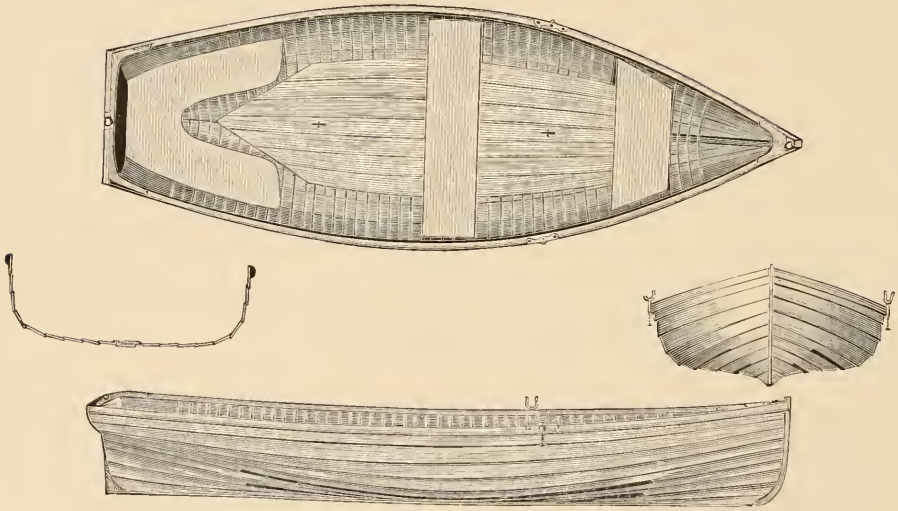
GRADE C—Stem bands reaching from above water line, painter fastenings, seat braces, No. 58 rudder braces, one pair No. 1 rowlocks, all polished brass. One pair straight blade oars, one foot brace and rudder.

Oars leathered with flange and to lap about four inches, unless otherwise ordered.

Where cash does not accompany order, our charge for packing the above boat in burlap and excelsior, will be $2.00, for crating, $2.50; for both, $4.00.

SQUARE STERN FISHING BOAT or DINGHY.

(SEE NEXT PAGE).



SQUARE STERN FISHING BOAT or DINGHY.

Number	Length, Feet	Beam, Feet	Thickness of Planking, Inches	No. of Seats	Weight	Price, Grade A	Price, Grade B	Price, Grade C
185	9	3	¼	3	54 lbs.	$64.00	$59.00	$49 00
190	10½	3½	¼	3	72 "	71.50	64.00	54.00
195	12	4	⅝	3	100 "	85.00	74.50	64.50
200	13½	4½	⅜	4	.....	97.50	85.00	75.00
205	15	5	⅜	4	.....	120.00	100.00	90.00

MATERIAL.—The same as other rowboats of like grade, *except* all seats in all grades are of solid wood, ash or butternut in Grades B and C, and cherry or other fine wood in Grade A.

CONSTRUCTION—The same as other rowboats of like grades, *except*, in place of decks, breast hooks and corner braces are used, and stern seat is shaped about as here shown. Inside floor three to five strips screwed to ribs.

FINISH—The same as other row boats of like grades.

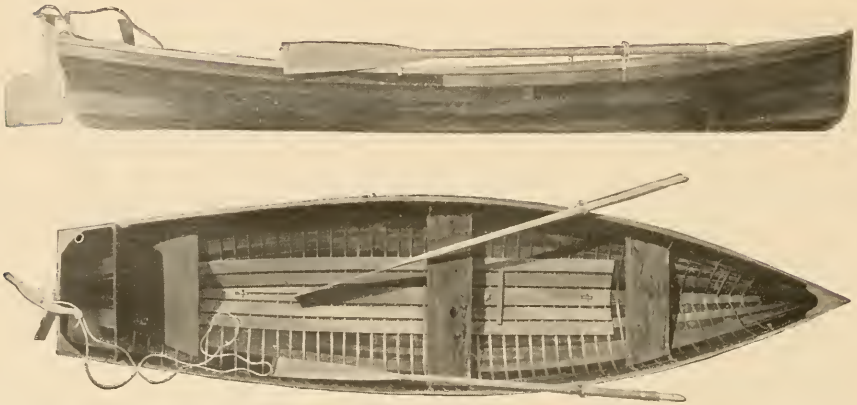
FITTINGS—*At above named prices.* For all boats named on this page, one pair of oars and one pair of rowlocks, one pair extra sockets to enable rowing from middle seat, one foot brace and rudder. Rowlocks—pattern known as No. 5, nickel plated for Grade A, polished brass for Grades B and C. These No. 5 rowlocks go on inside of gunwale (not as shown), leaving the gunwale smooth on the outside. (See cut, page 61.) Nos. 200 and 205 are only built to order.

OARS—Spoon blades for Grade A. Straight blades for Grades B and C.

Where cash does not accompany order, our charge for packing the above boat in burlap and excelsior will be $2.00; for crating, $2.50; for both, $4.00.

A NEW ROW BOAT or DINGHY. (No. 203.)

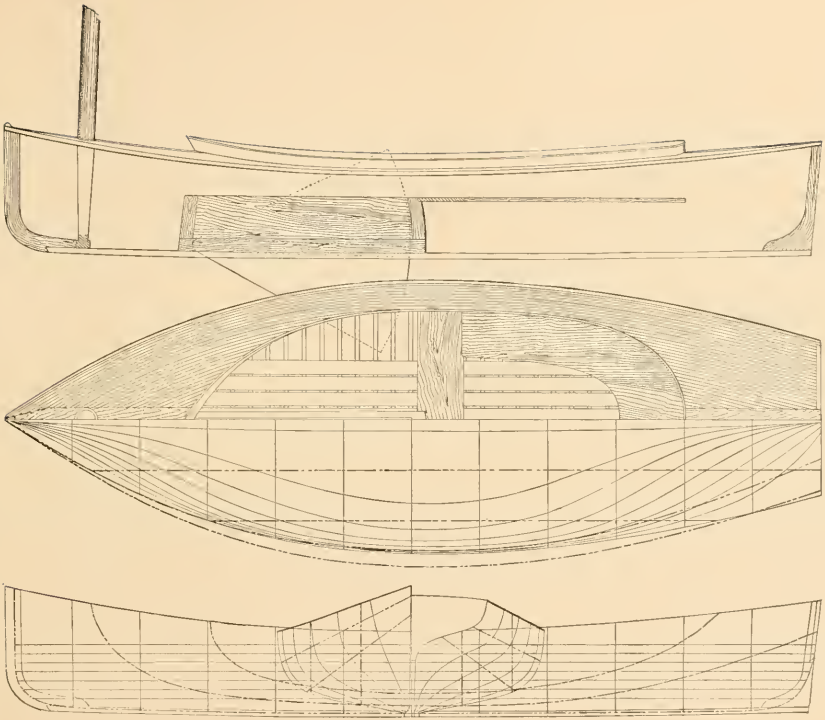
(Cuts from photos.)



We are building over the moulds of the 10½ ft. by 42 in. dinghy a 14 ft. by 42 in. boat that will be the proper craft for either row boat or dinghy. In material, it is the same as Grade C, except that a better selection of *White Cedar* is used for planking. In construction the only radical change is that we make the sheer streak double thickness and leave out the inwale. This gives equal strength and leaves the boat entirely clear for washing out.

With one pair brass oarlocks, No. 4/1, one pair straight blade oars, L. T. V., one foot brace, and rudder, the price is $64.25.

Where cash does not accompany order, our charge for packing the above boat in burlap and excelsior, will be $2.00; for crating, $2.50; for both, $4.00.



CAT BOAT.

Dimensions—Length, 15 ft.
Beam 5 "

Depth at bow, 30 inches.
" center, 19 "
" stern, 27 "

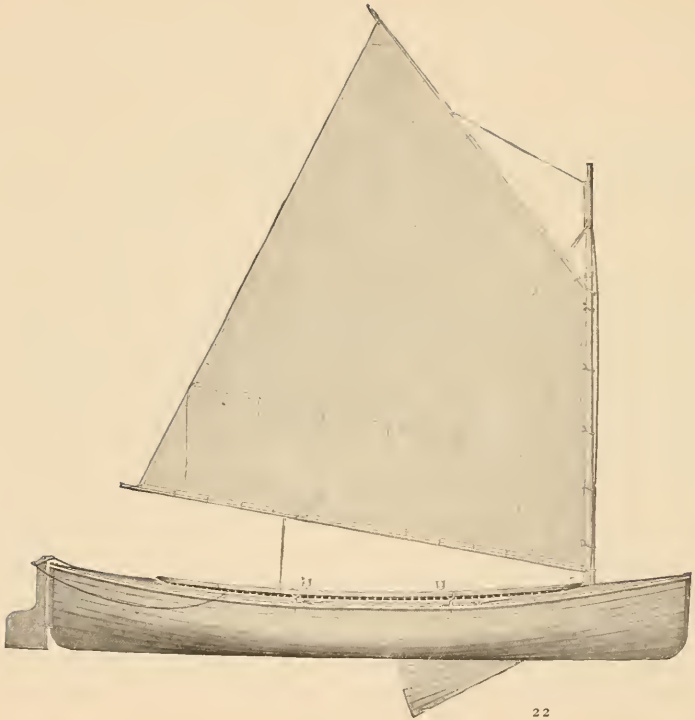
Cockpit, about 9 x 4 ft.

MATERIAL—As in like grades of other boats, except seats. Construction the same. Planking $\frac{3}{8}$ inch thick, and all parts in proper proportions. Keel and transom, oak; stem, hackmatack or spruce, natural crook.

FITTINGS—Iron centerboard, 150 ft. Gaff Rig, traveler, wood rudder and tiller, one pair oars and rowlocks.

PRICE—Grade A, $210.00
" " B, 190.00
" " C, 175.00

Where cash does not accompany order, our charge for packing the above boat in burlap and excelsior will be $3.00; for crating, $5.00; for both, $7.50.



COMBINATION ROW AND SAIL BOATS.

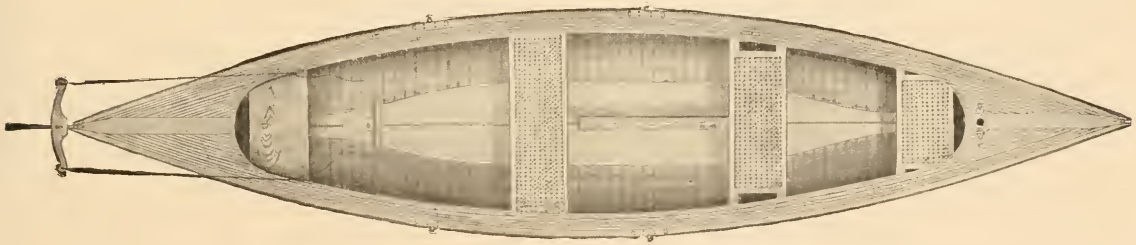
The one shown here is FLORIDA, No. 6 (15 x 42), fitted with Gaff Rig No 21 (75 feet), and No. 2 Radix Centerboard.

A small after or mizzen sail and a main sail with spars shorter than the Gaff Rig are preferred by some. Combination row and sail boats are now listed differently than here shown. (See tables.)

COMBINATION ROW and SAIL BOATS.

The average man does not greatly admire a white ash or spruce breeze, and likes to have the wind blow his way. When it does he can hoist any old thing for a sail and take it easy. But the wind is often contrary, or at least blows from the wrong direction. We therefore devise ways and means to still make it our servant. By use of Lee-or Centerboard we make it serve our purpose, and by taking a zig-zag course across it (called tacking) may reach a point dead to windward of our former position. To accomplish this, however, we must take the wind well on the beam, and while it forces the boat ahead as we would have it, it also forces it bodily to leeward and tries to roll it over. It is readily understood that with a boat entirely open on top but small sail area can be carried, else our lee rail goes under and we come to grief. Hence, to give our boat increased sail carrying power, we deck it along the sides as well as at the ends, and around the cockpit thus formed, bend in a low coaming. We call this a

COMBINATION ROW AND SAIL BOAT.



This view shows deck and interior of Florida No. 4, 17 x 42, Grade B, when decked as a Combination Row and Sail Boat. Shown as formerly rigged—with but one mast tube.

COMBINATION ROW and SAIL BOATS.

IDAHO. (See pages 12-13)

Number	Grade	Centerboard	Rigs	Area	Price
1	A	No. 2 Radix	43 and 3	110 Sq. Ft.	$231.00
2	"	" 2 "	43 " 3	110 "	226.00
3	"	" 2 "	42 " 3	93 "	220.00
1	B	No. 2 Radix	43 and 3	110 Sq. Ft.	$191.00
2	"	" 2 "	43 " 3	110 "	186.00
3	"	" 2 "	42 " 3	93 "	180.00
1	C	No. 2 Radix	43 and 3	110 Sq. Ft.	$166.00
2	"	" 2 "	43 " 3	110 "	161.00
3	"	" 2 "	42 " 3	93 "	155.00

FLORIDA (See pages 14 15.)

Number	Grade	Centerboard	Rigs	Area	Price
4	A	No. 2 Radix	39 and 4	120 Sq. Ft.	$216.00
5	"	" 2 "	39 " 2	107 "	209.00
6	"	" 2 "	39 " 1	103 "	199.00
4	B	No. 2 Radix	39 and 4	120 Sq. Ft.	$181.00
5	"	" 2 "	39 " 2	107 "	174.00
6	"	" 2 "	39 " 1	103 "	164.00
4	C	No. 2 Radix	39 and 4	120 Sq. Ft.	$156.00
5	"	" 2 "	39 " 2	107 "	150.00
6	"	" 2 "	39 " 1	103 "	142.00

At the prices here named the outfit for ALL Combination Row and Sail boats will be: Radix centerboard, mast tubes and plates, air tanks, rigs as named—the lateen rigs here named are all in style A—cleats, rudder, one pair of oars, one pair No. 2 rowlocks, all of the same kind and grade as would be furnished with same model and grade of rowboat. *Also* a chair seat, if same model and grade of row boat would receive one.

COMBINATION ROW and SAIL BOATS.

IOWA. (See pages 16-17.)

Number	Grade	Centerboard	Rigs	Area	Price
6	A	No. 1 Radix	38 and 2	92 Sq. Ft.	$186.00
7	"	" 1 "	29 " 1	88 "	176.00
8	"	" 1 "	28 " 1	73 "	166.00
6	B	No. 1 Radix	38 and 2	92 Sq. Ft.	$151.00
7	"	" 1 "	29 " 1	88 "	141.00
8	"	" 1 "	28 " 1	73 "	134.00
6	C	No. 1 Radix	38 and 2	92 Sq. Ft.	$130.50
7	"	" 1 "	29 " 1	88 "	122.50
8	"	" 1 "	28 " 1	73 "	115.50

The lateen rigs here named are all rigged in Style A.

SQUARE STERN FISHING BOAT OR DINGHY.

Finished and Fitted as a Combination Row and Sail Boat.

(See pages 18-19.)

Number	Grade	Centerboard	Rig No.	Area	Price
185	A	No. 1 Radix	18	40 Sq. Ft.	$114.00
190	"	" 1 "	19	50 "	125.00
195	"	" 2 "	20	60 "	145.00
200	"	" 2 "	21	75 "	171.00
205	"	" 3 "	22	100 "	206.00
185	B	No. 1 Radix	18	40 Sq. Ft	$109.00
190	"	" 1 "	19	50 "	115.00
195	"	" 2 "	20	60 "	135.00
200	"	" 2 "	21	75 "	156.00
205	"	" 3 "	22	100 "	186.00
185	C	No. 1 Radix	18	40 Sq. Ft.	$ 99.00
190	"	" 1 "	19	50 "	105.00
195	"	" 2 "	20	60 "	125.00
200	"	" 2 "	21	75 "	146.00
205	"	" 3 "	22	100 "	171.00

PADDLING CANOES—Decking, Finish, etc.

As we make several styles of decking for these canoes, it becomes necessary to designate each in such a manner as will not be confusing to the reader. We will therefore designate them as Styles A, B, C and D.

DESCRIPTION.

STYLE A.—(As shown on page 40) Very short deck, a single piece of wood 6 to 12 inches long, according to length and weight of canoe.

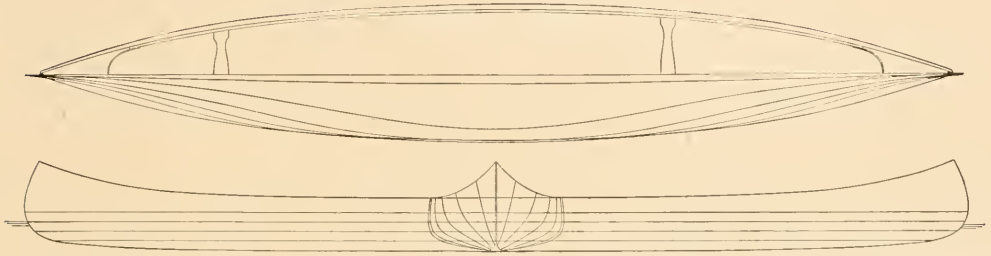
STYLE B.—(As shown on page 36) Decks from 18 to 26 inches long, according to size of canoe, made of strips about ⅜ inch thick by ½ inch deep, laid to follow gunwale line and blind nailed to deck beams and to each other. Proper finish is made by putting a thin batten over center seam and by bending in a low coaming at the inner ends of decks. This is the style most in use.

STYLE C.—(As shown here). Bow deck 24 inches long, stern deck 24 inches, deck at each side 2 inches. Coaming about 1 inch high above deck, thus forming a cockpit with oval shaped ends and varying in length according to the length of the canoe, and in width from about 20 to 24 inches in the various canoes. Decking and battens the same as in style B. No seats. This style deck built to order only.

STYLE D.—(Not illustrated). Each individual canoe to be decked to make a cockpit just one-half the entire length of the canoe by from 18 to 20 inches wide with oval ends and placed at about equal distance from either end, leaving the cockpit from 5¼ feet in a 10½ feet canoe, to 8½ feet in a 17 feet one. Coaming and battens as in style C. No seats. This style deck built to order only.

CANADIAN MODEL LIGHT PADDLING CANOES.

ARKANSAW TRAVELER.



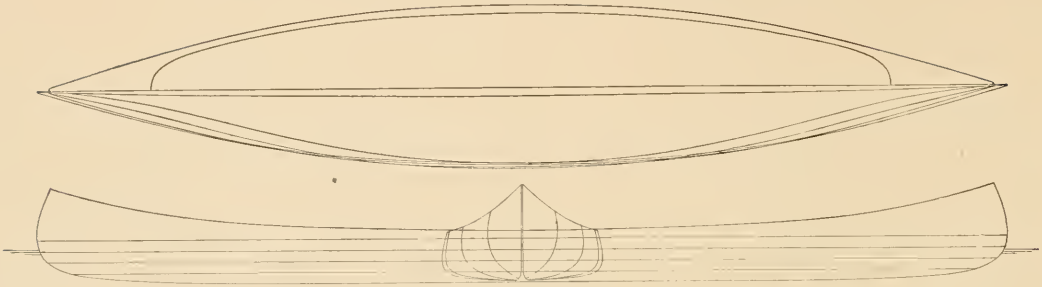
A modification of the Canadian Model, combining to a marked degree fine lines, ease under paddle, speed, safety and stiffness. Of somewhat lighter construction than our other Canadian Models, they will rival the Birch Bark in weight and speed, while far more staunch, seaworthy and durable. Where the style of decking is A or B, two thwarts will be put in each instead of seats. In styles C and D, no seats nor thwarts at list price, but they may be added as EXTRAS. Two single blade paddles will complete the outfit. Only grade A with "A" style decks kept in stock. The weights are averages of grade A with B style decks.

Where cash does not accompany order, our charge for packing the above canoe in burlap and excelsior will be $1.50; for crating, $2.00; for both, $3.00.

Number	Length	Beam	Weight	Grade	STYLE OF DECKING			
					A	B	C	D
4	17 ft.	28 ins.	65 lbs.	A	$60.00	$62.00	$70.00	$77.00
				C	50.00	52.00	60.00	67.00
5	16 ft.	28 ins.	59 lbs.	A	$58.00	$60.00	$68.00	$75.00
				C	48.00	50.00	58.00	65.00
6	15 ft.	28 ins.	55 lbs.	A	$56.00	$58.00	$66.00	$72.50
				C	46.00	48.00	56.00	62.50
7	14 ft.	28 ins.	51 lbs.	A	$54.00	$56.00	$64.00	$69.00
				C	44.00	46.00	54.00	59.00

These canoes measure about 18 in. in depth at ends and 10 in. amidship.

CANADIAN MODEL CANOES—IGO.



Number 6. TAKEN FROM WORKING DRAWING

Number 6. TAKEN FROM PHOTOGRAPH.

CANADIAN MODEL CANOES

IGO.

The IGO canoe measures about 18 inches in depth at ends and 10½ inches amidship. It is very flat on the bottom, with fine lines fore and aft, is very stiff and a swift, easy paddler. As it gets its full amidship bearing on very little draft, it is at its best with a medium load, say two or three persons.

SEATING—Either grade, decks style A or B, length 15 feet or less, has two seats. If length is 16 feet or over, each has three seats. Either grade, any length, decks style C or D, has no seats.

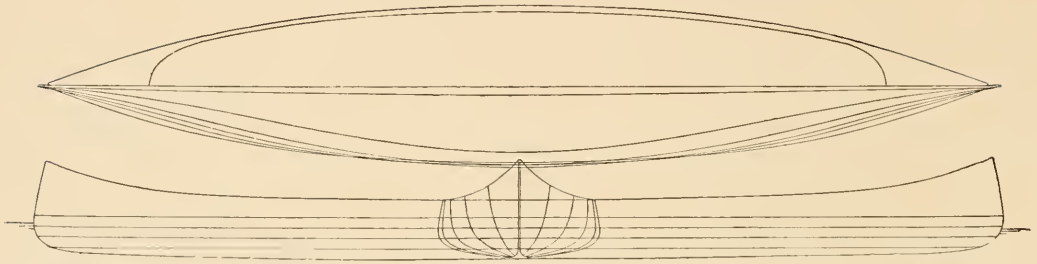
Only grade A, style B decks carried in stock. The weights are averages with B style decks

Number	Length	Beam	Weight	Grade	STYLE OF DECKING			
					A	B	C	D
4	17 feet	31 inches	82 lbs.	A	$65.00	$67.00	$75.00	$82.50
				C	55.00	57.00	65.00	72.50
5	16 feet	30 inches	75 lbs.	A	$63.00	$65.00	$73.00	$80.50
				C	53.00	55.00	63.00	70.50
6	15 feet	30 inches	68 lbs.	A	$61.00	$63.00	$71.00	$77.00
				C	51.00	53.00	61.00	67.00
7	14 feet	30 inches	62 lbs.	A	$57.00	$59.00	$67.00	$72.50
				C	47.00	49.00	57.00	62.50

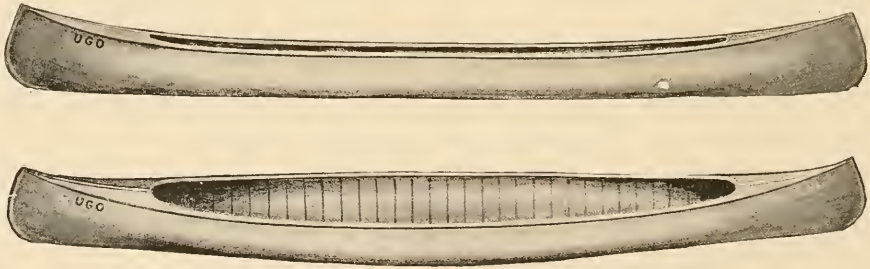
Two single blade paddles constitute the outfit for each canoe. All else *extra*.

Where cash does not accompany order, our charge for packing the above canoe in burlap and excelsior will be $1 50 ; for crating, $2.00 ; for both, $3.00.

CANADIAN MODEL CANOES—UGO.



Number 6. TAKEN FROM WORKING DRAWING.



Number 6. TAKEN FROM PHOTOGRAPH.

CANADIAN MODEL CANOES.

UGO.

The UGO canoe measures about 18 inches in depth at ends and 11 inches amidship. It has moderate dead rise, quick bilge, and fine lines, carries a heavy load with wonderful stiffness and is swift and easy under paddle.

SEATING—Either grade, decks style A or B, length 15 feet or less, has each two seats. If length is 16 feet or over, each has three seats. Either grade, any length, decks style C or D, has *no* seats.

Only Grade A, style B decks carried in stock. The weights are averages with B STYLE DECKS.

Number	Length	Beam	Weight	Grade	STYLE OF DECKING			
					A	B	C	D
4	17 feet	30 inches	82 lbs.	A	$65.00	$67.00	$75.00	$82.50
				C	55.00	57.00	65.00	72.50
5	16 feet	30 inches	75 lbs.	A	$63.00	$65.00	$73.00	$80.50
				C	53.00	55.00	63.00	70.50
6	15 feet	30 inches	68 lbs.	A	$61.00	$63.00	$71.00	$77.00
				C	51.00	53.00	61.00	67.00
7	14 feet	30 inches	62 lbs.	A	$57.00	$59.00	$67.00	$72.50
				C	47.00	49.00	57.00	62.50

Two single blade paddles constitute the outfit for each canoe. All else *extra*.

Where cash does not accompany order, our charge for packing the above canoe in burlap and excelsior will be $1.50; for crating, $2.00; for both, $3.00.

CANADIAN MODEL CANOES—ONTARIO.

SEATING—Either grade, decks style A or B, length 15 feet or less, have each 2 seats. If length is 16 feet or over, each has 3 seats. Either grade, any length, decks style C or D, has no seats. All Ontario model canoes built for stock have style B decks.

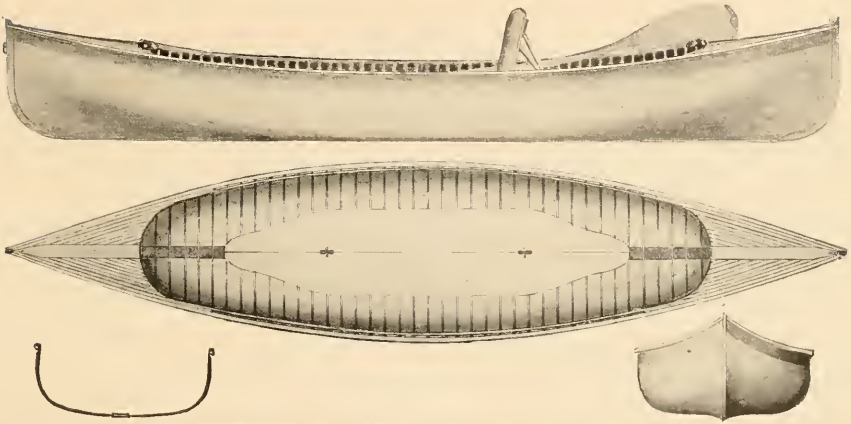
The weights are averages with B style decks.

The Ontario Canoe measures about 19 in. depth at end, and 12 in. amidship.

Number	Length	Beam	Weight	Grade	STYLE OF DECKING A	B	C	D
3	18 feet	32 inches	90 lbs.	A	$69.00	$71.00	$82.00	$87.00
				C	59.00	61.00	72.00	77.00
4	17 feet	31 inches	82 lbs.	A	$65.00	$67.00	$75.00	$82.50
				C	55.00	57.00	65.00	72.50
5	16 feet	30 inches	75 lbs.	A	$63.00	$65.00	$73.00	$80 50
				C	53.00	55.00	63.00	70.50
6	15 feet	30 inches	70 lbs.	A	$61.00	$63.00	$71.00	$77.00
				C	51.00	53.00	61.00	67.00
7	14 feet	30 inches	65 lbs.	A	$57.00	$59.00	$67.00	$72.50
				C	47.00	49.00	57.00	62.50

Where cash does not accompany order, our charge for packing the above canoe in burlap and excelsior will be $1.50; for crating, $2.00; for both, $3.00.

PADDLING CANOES—VAUX and VAUX, Jr.



	Length	Beam	Depth at Ends	Depth at Center	Weight	Grade	STYLE OF DECKING			
							A	B	C	D
Vaux	10½ feet	26 inches	16 inches	10½ inches	36 lbs.	A	$39.00	$41.00	$48.50	$53.00
Vaux, Jr.	11½ feet	26 inches	16 inches	10½ inches	40 lbs.	A	$43.00	$45.00	$52.50	$60.00

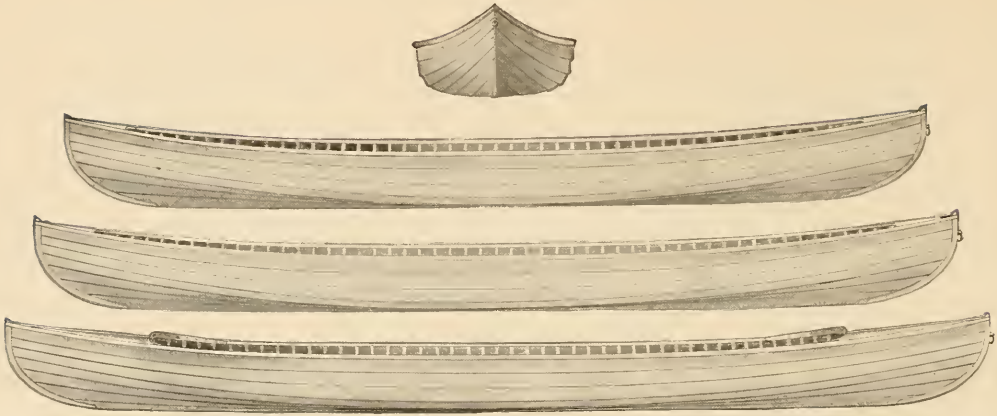
The weights are an average with B style decks.

Built only in Grade A; ¼ in. planking, no fixed seats. Otherwise in general construction like row boats of same grade.

FITTINGS—For either grade are one double blade paddle, with drip cups; one ash folding seat. Only B style decks in stock.

Where cash does not accompany order, our charge for packing the above canoe in burlap and excelsior will be $1.00; for crating, $1.50; for both, $2.00.

PADDLING CANOES—HURON.



Number	Length	Beams	Depth at Ends	Depth at Center	Weights	Grade	STYLE OF DECKING	
							A	B
5	16 ft.	30 ins.	18 ins.	11 ins.	72 lbs.	C	$42.50	$44.50
6	15 ft.	30 ins.	18 ins.	11 ins.	62 lbs.	C	40.50	42.50
7	14 ft.	30 ins.	18 ins.	11 ins.	56 lbs.	C	38.50	40.50

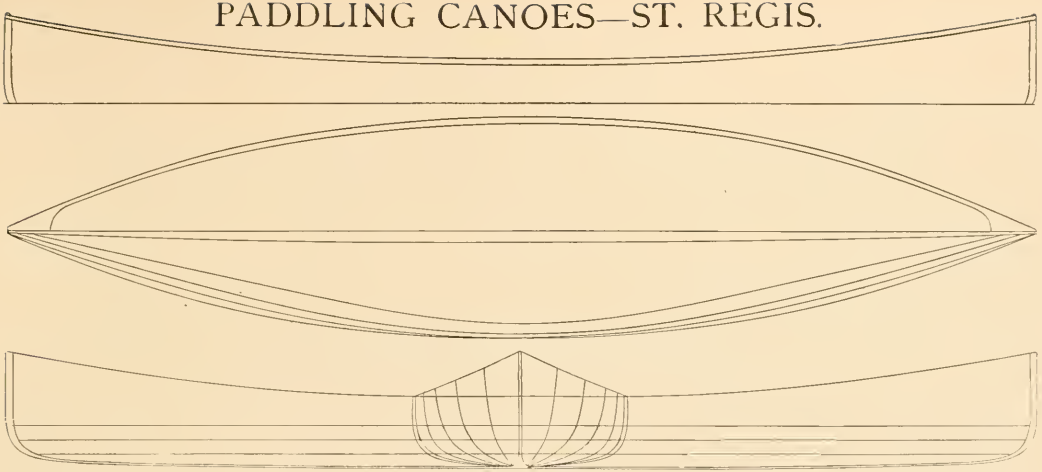
Material, construction and finish the same as Grade C row boats. Ribs spaced 3 in. ; Two seats.

Outfit—Two single blade paddles. Style B decking only kept in stock.

The weights are averages with B style decks.

Where cash does not accompany order, our charge for packing the above canoe in burlap and excelsior will be $1.50 ; for crating, $2 00 ; for both, $3.00.

PADDLING CANOES—ST. REGIS.



DIMENSIONS—Length, 12 feet; beam, 30 inches; depth at ends, 18 inches; depth amidships, 11 inches; carrying capacity, one or two persons and baggage; average weight, 45 pounds.

Special Construction—Short decks. No seats.*

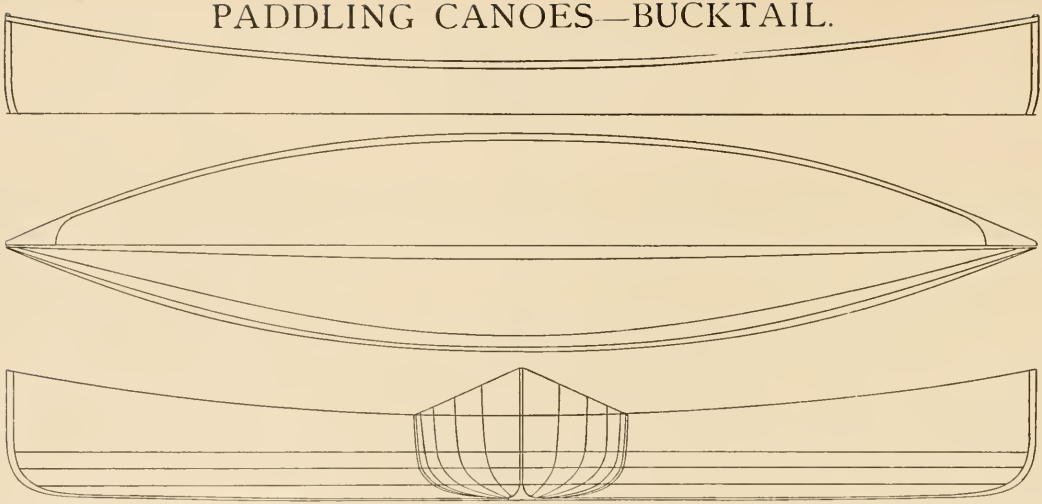
General Construction—Otherwise than above named, it is in material and construction the same as row boats of similar grade. Built only in Grades B and C. Style A decking. Grade C only kept in stock.

PRICE—Grade B, $38.50; Grade C, $35.50.

Where cash does not accompany order, our charge for packing the above canoe in burlap and excelsior, will be $1.25; for crating, $1.75; for both, $2.50.

*In canoes so small as the Nessmuk, Bucktail, Vaux, Vaux, Jr., and St. Regis, the weight of the paddler should be low down. As his position may have to be changed, according as he has a companion or baggage or neither, it is thought best to furnish them WITHOUT SEATS, leaving the canoeist to use a rug, cushion or folding seat, as suits him best.

PADDLING CANOES—BUCKTAIL.



DIMENSIONS—Length, 10½ feet; beam, 26 inches; depth at ends, 16 inches; depth amidship, 10½ inches; thickness of planking ¼ inch; decks about 10 inches long; no seats; average weight, 35 pounds.

This canoe is a companion to the VAUX, being the same size and model. Very popular with the boys.

Built only in Grades B and C. Style A decking.

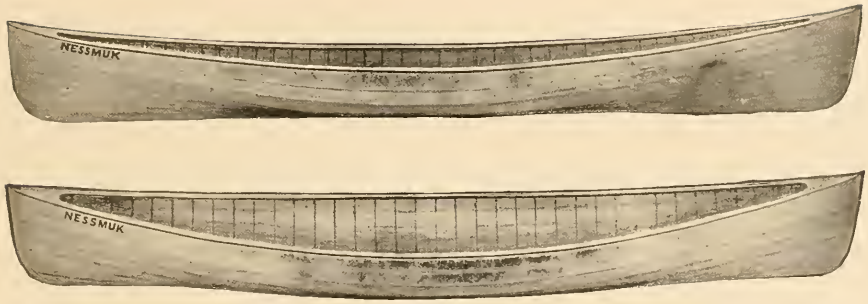
PRICE—Grade B, $33.00; Grade C, $29 50.

At the above named prices fittings for either grade are—one ash folding seat and one double blade paddle with drip cups. Grade C only kept in stock.

Where cash does not accompany order, our charge for packing the above canoe in burlap and excelsior will be $1.00; for crating, $1.50; for both, $2.50.

FEATHER-WEIGHT CANOES.

NESSMUK.



DIMENSIONS—Length, 10½ feet; beam, 27 inches; depth at ends, 15 inches; depth amidships, 9 inches; weight about 20 to 22 pounds.

MATERIAL—Keel and stems, oak; planking, white cedar, 3–16 inch thick; gunwales, spruce; decks, white cedar; ribs, red elm.

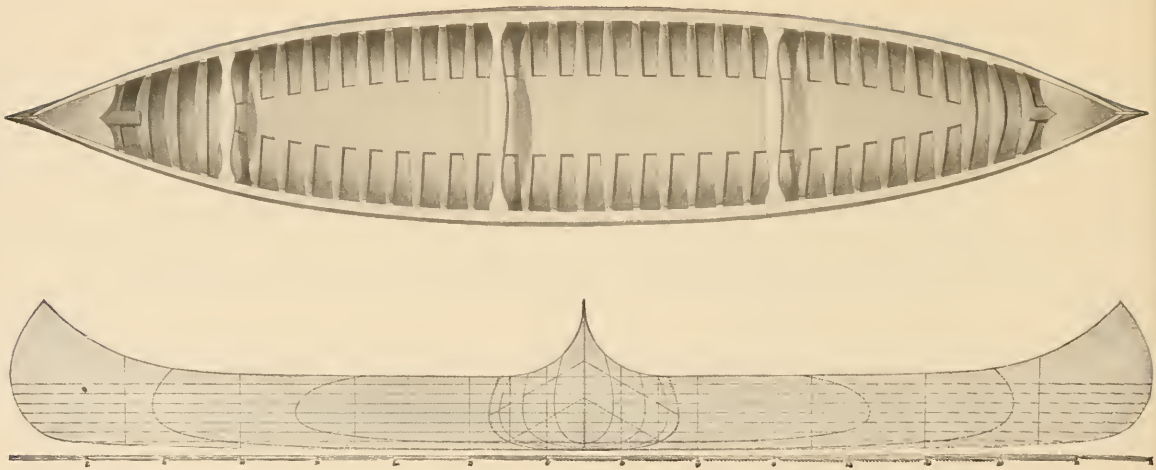
CONSTRUCTION—Lap streak; ribs very light and spaced 3 inches; very short decks; no inside floor; no inwales.

FITTINGS—One ash folding seat and one double blade paddle with drip cups.

PRICE—$29.00.

Where cash does not accompany order, our charge for packing the above canoe in burlap and excelsior, will be $1.00; for crating, $1.50; for both, $2.50.

INDIAN ALL-CEDAR.



ALL-CEDAR OPEN PADDLING CANOES.

These canoes are built over the same moulds as the Canvas Covered Canoes.

MATERIAL—Ribs, planking, thwarts and decks, white cedar; stems, oak or elm; gunwales, cherry; stembands, brass.

CONSTRUCTION—Cedar ribs, 5-16 inch thick, 2 inches wide on bottom, tapering to 1¼ inch at gunwale, spaced 2 inches apart and filled in close between (on bottom) with 5-16 inch cedar, forming solid floor. Planking, 3-16 inch thick, put on smooth lap except center seam, which is a square seam covered by thin oak shoe. Clinch fastened throughout. Gunwales shaped like those of the Canadian models, but lighter and rounded a trifle on outer edge. Short decks, three white cedar thwarts, no seats, no inwales, stembands half oval.

FINISH—Oil and Varnish, same as on all wood boats.

Model	Length	Beam	Depth at Ends	Depth at Center	Weight	Price
INDIAN GIRL.....	16 feet	32 inches	21 inches	12 inches	47 pounds	$65.00
INDIAN	15 feet	32 inches	24 inches	12 inches	47 pounds	$60.00

Price includes two single blade paddles only.

Where cash does not accompany order, our charge for packing the above boat in burlap and excelsior, will be $1.50; for crating, $2.00; for both, $3.00.

SAILING and PADDLING CANOES—NOMAD.

SAILING and PADDLING CANOES—NOMAD.

Several years ago Mr. Perry D. Frazer, a member of the Knickerbocker Canoe Club of New York City, desiring a canoe that would best meet the requirements for both sailing and paddling near the mouth of the Hudson, where wind, current and tide often struggle for the mastery, selected the hull of the 16 foot UGO (as shown on pages 30-31) for the purpose, and gave the following specifications for converting the paddler into a sailer, viz.:

"Hull of Ugo, 16 feet long, 30 inches beam, smooth white cedar. Strip deck of white cedar, as thin as is consistent with strength (about ½ inch), brass nailed; mahogany battens and deck hatches; no cockpit hatches, cherry gunwales and coaming; gunwales broad (the same shape as regular Ugo); coaming pointed forward (like Vesper); opening five feet six inches (5 ft. 6 in.) clear; after end flush with after bulkhead, constructed of light weight material. Hatch fastenings on sides instead of on center line, and to consist of two thumb-screws to engage in slots of brass straps to open toward the bow; pneumatic rings on hatches. Floor boards low and flat, jointed in center and held there by a small button, each end held under a batten made fast to bulkhead. Space between floor boards and deck to be eleven (11) inches. Forward compartment to be five (5) feet, after compartment four feet six inches (4 ft. 6 in.), space between bulkheads six feet six inches (6 ft. 6 in.). Painter eye or ring bolt in bow. Mast tubes two inches (2 in.) inside diameter, with round mast plates; forward tube close to bow, after tube inside the compartment and close to after bulkhead. Ribs spaced three inches (3 in.) instead of two inches. One-fourth inch (¼ in.) hole through each knee (supporting coaming) for tie cords."

Brass stembands and the usual oil and varnish finish completes the canoe.

Price without fittings, $90.00.

The canoeist can add centerboard, rudder, rigs, paddle, etc., as he may desire and at prices shown elsewhere in this catalogue.

On the opposite page it is shown in two views, from photographs furnished by Mr. Frazer. As an all-around sailer and paddler and able sea boat it is a success.

CRUISING SAILING CANOES.

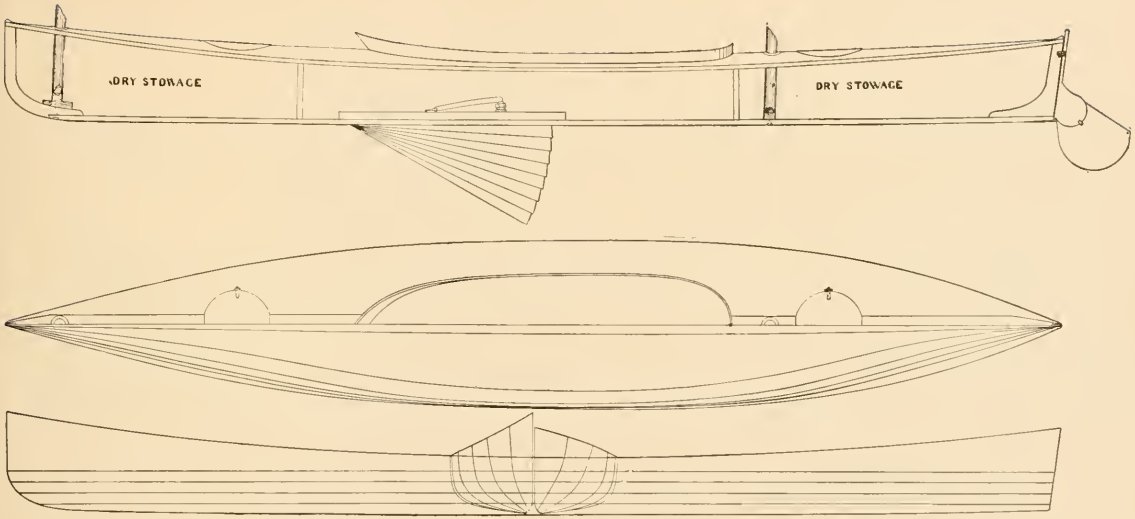
VESPER MODEL—Length, 16 feet; beam, 30 inches; depth at bow, 19 inches; at center, 11 inches; at stern, 16 inches.

MATERIAL—Oak keel; hackmatack or spruce stem and stern post, natural crook; ¼ inch white cedar planking, except sheer streak; sheer streak, deck and hatches, mahogany; ribs, red elm; coaming, cherry; gunwales, oak or cherry; bulkheads and deck timbers, cedar; inside floor, basswood; all metal work, copper or brass; finish, oil and best spar varnish.

CONSTRUCTION—Smooth lap, clinch fastened hull, ribs spaced 2½ inches, deck timbers spaced 6 inches; bulkheads 6½ feet apart, cockpit about 5½ feet, as shown. Dry stowage fore and aft, with hatches, and mast tubes fore and aft as shown. Hatches fasten at sides with metal straps and thumbscrews—with rubber tube ring packing between hatch and deck. No hatches over cockpit. Floor raised to be level with top of No. 1 Radix centerboard trunk. No air tanks, the dry stowage compartments serving instead. Air tanks and hatches for cockpit can be made for canoes built to order at an extra cost to purchaser of $7.50 for air tanks and $10.00 for hatches.

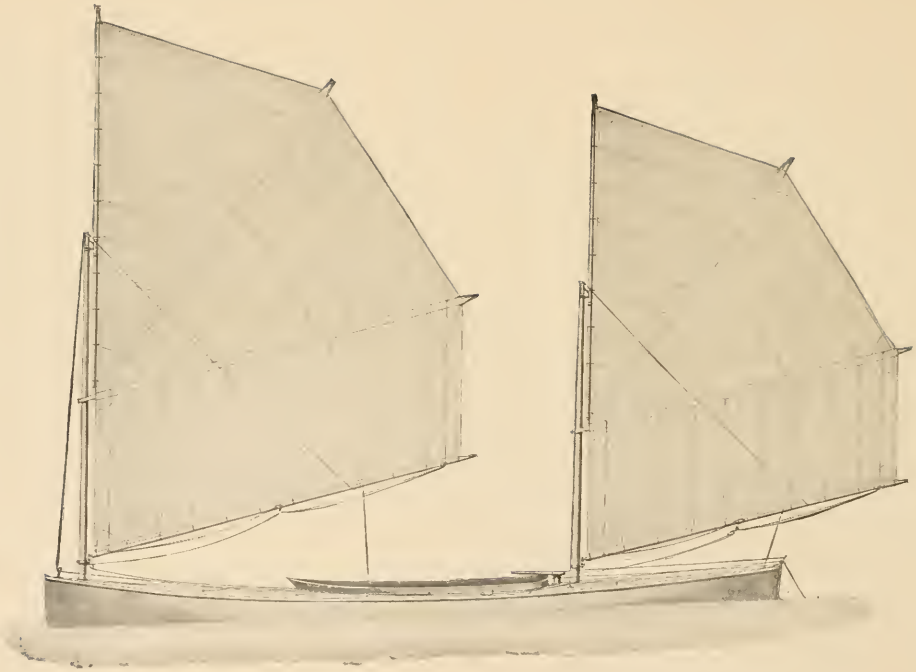
MEASUREMENTS—All lengths and beam, over all. All depths from base line, at level of lowest part of keelson, to top of gunwale.

CRUISING SAILING CANOES—VESPER.



PRICE—Including only mast tubes, plates and hatch fastenings, $100.00.

PRICE—Including No. 1 radix centerboard, drop rudder, 4 cleats. Rigs No. 42 and 40 (double halliard), 106 sq. ft.; 9 ft. double blade paddle with drip cups; folding cushion of corduroy, hair filled; 30 inch sliding deck seat, and steering gear No. 61, $176.50.

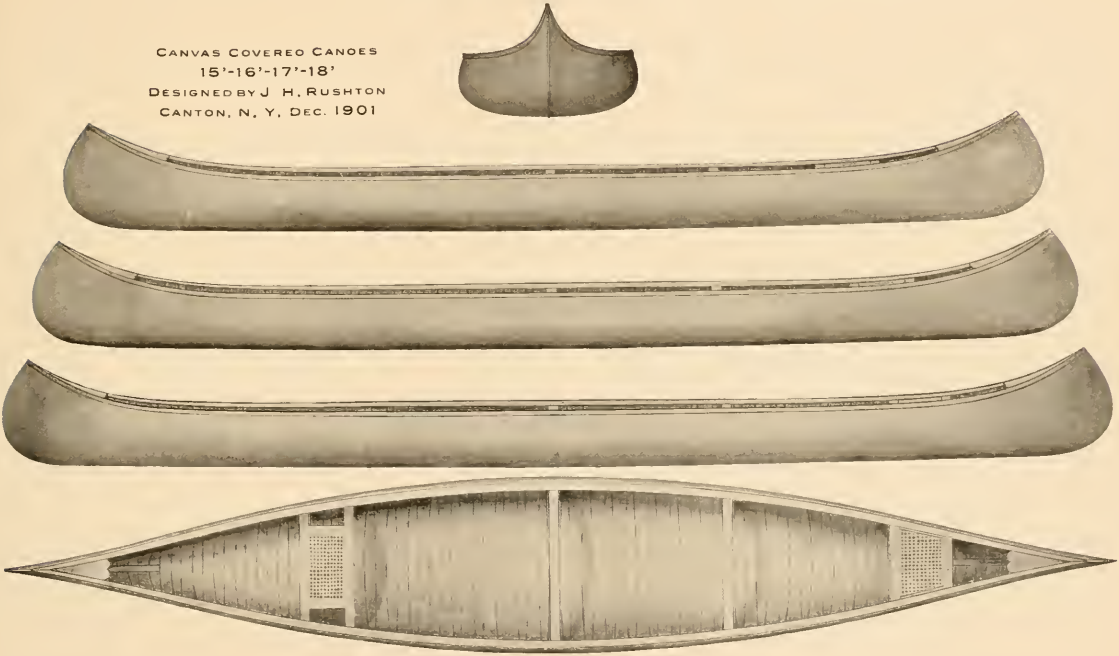


VESPER.

SAIL PLAN.

Bailey improved sails, double halliards.

CANVAS COVERED CANOES—INDIAN GIRL.



CANVAS COVERED CANOES—INDIAN GIRL.

The canvas covered canoe is a thing of beauty, full of usefulness, and has come to stay. It has not sprung into sudden popularity, like some patent medicine or breakfast food, because of advertising. It is not a "boom" affair. It is of twenty five years growth. Its present perfection has been attained only by experiment and the experience gained by using and building these craft.

Many builders have become known, if not popular, by making canoes at the lowest possible figure—by seeing how cheap an article they could produce. It has been our aim to build the best possible—model, design, construction, material, finish. Look at our canoes, you will see how well we have succeeded.

We have put but two models on the market. The second, our INDIAN GIRL, was so much better than the first–INDIAN–in model, that we discontinued the construction of the latter. The points especially worthy of notice in the INDIAN GIRL canoe are—straight keel, giving ease in handling, the flat floor, adding safety and carrying capacity, depth, also adding to safety and carrying capacity, and making the canoe dry in rough weather, and the high bow and stern, adding the touch of the birch bark canoe, to a craft immeasurably strong and more durable.

After extensively advertising our new model, we found that our competitors and their agents were advertising canoes inferior in every way, as the genuine INDIAN GIRL. To protect our customers and those who might otherwise fall victim to the smooth talking but unscrupulous salesman, we have marked all our canoes. On the heel of the stem, inside the canoe, you will find the number of the canoe, and our name and address. On the thwart you will find our trade mark, which is registered in the U. S. Patent Office.

U. S.
TRADE
INDIAN GIRL
MARK
REGISTERED

None are genuine except they have these markings.

The INDIAN GIRL model is built in four sizes, lengths 15, 16, 17 and 18 feet (see following page for other dimensions). No more attractive canoe model has ever been offered to the public. With its fine lines forward and aft, and very flat floor amidship, it combines great carrying capacity with speed under paddle. It is built in two grades, designated A and B.

CANVAS COVERED CANOES—INDIAN GIRL.

General Description—Both grades have the main constructive features in common. Stems of elm, steam bent; ribs and planking of white cedar; seats hand caned; stem bands of polished brass; canvas, No. 10 duck, special weave, on sizes Nos. 1, 2 and 3, and No. 8 duck on the No. 4; all exposed fastenings of copper or brass. The ribs are 2 in. x 5–16 in. at centers, tapering to 1¼ in. x 5–16 in. at the inwale, spaced 2 in. apart at centers. The planking is 3–16 in. thick, nailed with square seams, and clinch-fastened to ribs. The stern seat is placed just below the inwales, and the bow seat four inches lower.

Finish—The canvas receives two coats of special filler, two coats of color and one of best spar varnish. All exposed wood receives one coat of linseed oil and two of best varnish. The outside of shell, or drum, is oiled before the canvas is put on.

Colors—These canoes will be kept in three shades of green, Moss, Coach Painter's and Light Brilliant. Other colors, except as noted in the list of "Extras," will be furnished at the same price.

GRADE A (not shown).

Material—Stems, selected; ribs and planking clear and free from all imperfections; decks, thwarts, gunwales, inwales and seat frames of select cherry; grating of ash. One shaped thwart only, at center of canoe, otherwise as shown on page 45.

Construction—The inwales are rabbeted for the planking and pocketed to take the ends of the ribs. The gunwales are the same shape as those in the all-wood canoes, Ontario, Igo, Ugo and Arkansaw Traveler. This style of gunwale gives strength and beauty vastly superior to any other method of construction. The grating is of ash, six light strips fastened to skin-fitted thwartship timbers, and is held in place by a brass floor button at each end. Oars can be used on this grade only, by using our No. 2 rowlocks, or our outriggers as shown on page 61.

GRADE B (as shown page 45).

Material—Stems, ribs and planking perfectly sound, but not so select as used in grade A; decks, thwarts, covering strips, inwales and seat frames of selected ash or oak.

Construction—The top finish is a substantial inwale, to which the ends of the ribs are fastened, a thin strip of wood on the outside over the canvas, and another on top, covering the otherwise exposed ends of the ribs and the edge of the planking and the canvas. This gives a proper finish, and is similar to that used by all other builders. It is neither as strong nor as handsome as in Grade A, but has proved to be entirely satisfactory in a medium priced canoe. No grating is furnished with this grade, except as an extra (see list).

CANVAS COVERED CANOES—INDIAN GIRL.

No.	Length	Beam	Depth at Center	Depth at Ends	Length of Deck	Weight Grade A	Price Grade A	Weight Grade B	Price Grade B
1	15 ft.	32 in.	12 in.	21 in.	15 in.	58 to 62	$41.00	56 to 60	$33.00
2	16 ft.	32½ in.	12 in.	21 in.	15 in.	60 to 66	42.00	58 to 64	34.00
3	17 ft.	33 in.	12 in.	21 in.	15 in.	65 to 75	43.00	60 to 66	35.00
4	18 ft.	33½ in.	12 in.	21 in.	15 in.	75 to 85	45.00	70 to 80	37.00

At the above named prices no fittings are included.

Ash decks, as in grade B, if over 15 in. up to 30 in. – $5.00
Cherry " " A, " " " " – 6.00
Oak outside keel, not exceeding 1 x 1 in. – – – 1.50
" " " 2½ x ⅜ in. – – – – 2.00

STRIPING—½ in wide or under, $2.00; over ½ in., $0.50 per ½ in.

COLORS—Moss Green Light, Coach Painter's Green Light, Brilliant Green Light, Tuscan Red or Maroon, or Azure Blue will be furnished without extra charge.

A charge from $1.00 up, extra, will be made for any other color, including light red.

NAME PAINTED—Color or gold leaf, block letters only, plain or shaded 1¼ in. or under, name not to exceed eight letters, $2.00
Name of over eight letter, extra per letters – – – – – – – – – – – – – – .20

Ask for special price on monograms, larger size or special shape letters, etc.

Other fittings as per regular lists. All changes in construction must be the subject of correspondence.

PACKING—Canoes will be packed in burlap and excelsior for shipping, without extra charge, when cash accompanies order only. Otherwise, our charge for packing in this manner will be $1.50; for crating, $2.00; for both, $3.00.

REPAIRS, REFINISHING, ETC.—Continued use, particularly on shallow, rocky streams (or accident perhaps), make repairs or refinishing necessary. The canoeist does not always have the proper material at hand, nor is he always able to procure it from his local dealer. We have persuaded our color and varnish makers to prepare for us the material for the purpose in a few colors and shades most in use, and now offer you CANOE ENAMEL, prepared by Edw. Smith & Co., as follows:—Tuscan Red, Light Brilliant Green, Light Moss Green, Light Coach Painter's Green, Park Trap Red and White. These colors are put up in pint cans, sealed and ready for use. Each can contains enough for one complete coat for an INDIAN GIRL canoe. No varnish is required over it. Price per can, f. o. b. here, $1.00.

SPECIAL CANVAS COVERED CANOES.

The canvas covered canoe can only be produced to sell at present prices by the team work system. Singly or in groups, each workman must do a certain part of the work and pass it along to the next man or group, who will do another part of the work, and so on to the end. If we attempt to change this part or that, we break up the continuity of the work and add far more to the cost of production than to the value of the finished canoe.

While no change can be made in model or dimensions, the interior finish or the decks can be varied. To do this we must start at the very beginning of construction, as the decks and all the interior parts that are attached to the shell of the canoe must be fastened in place before the canvas is put on. It is obvious, then, that any change, however small, *must* require a considerable time between receipt of order and date of shipment, as the demand for such canoes does not warrant their construction *except on order*. Four weeks and upward are required from start to finish on all canvas covered canoes, and if any changes are to be made in construction, more time than this must be allowed.

There are some for whom the best is none too good—who want the very newest—who want something different. For them we have a new model—a modification of our INDIAN GIRL. We have called this canoe the AMERICAN BEAUTY. It is built in one grade only, grade A. In every way it is a trifle nicer than our grade A INDIAN GIRL. Planking and ribs are matched for color, and perfectly clear. Cherry is used for stems and gratings, as well as for the parts in which it is used in grade A INDIAN GIRL. All exposed brass fittings are nickel plated.

This canoe is 15 ft. 10 in. long, 12 in. deep amidship and 24 in. deep at the ends. It is fitted with 24 in. decks only. Price, without fittings, $52 50.

If you want to get something a little better than your neighbor has, a canoe which represents the very best in canvas canoe building—buy an AMERICAN BEAUTY. This canoe is built to order only, and shipment can be made in from three to five weeks from receipt of order.

Do not confuse this canoe with the one of the same name built by us heretofore, but finished in mahogany instead of cherry.

GENERAL DESCRIPTION OF SAILS, SPARS, ETC.

SAILS—We are using the best brand bleached cotton for areas up to 100 square feet. Over that area bleached Wamsutta Drills. All sails bighte l 10 inches unless otherwise required. NON-ELASTIC WEB (instead of rope) is used on the edges of all sails, single on areas under 50 square feet, over that area on both sides.

MASTS AND SPARS—Material: If 3 inches or upward in diameter, natural growth spruce. Under that, best sawed spruce, Sizes: Up to and including sail areas of 100 square feet, to fit tubing of 2 inches inside diameter; 100 and under 125 square feet, 2¾ inches; and 4 inches for areas of 125 feet and upward.

LATEEN RIGS.

While the Lateen is a handy and effective rig in small areas, on account of the length of spars required it is not desirable in sizes over fifty square feet, and is mostly used for mizzens, where only a few feet area is required to balance the mainsail. This sail will be rigged in two ways—call them A and B.

STYLE A—A very short mast with metal pin in top; a small ring lashed to the yard, about two-fifths the distance from connecting ring to peak, which hooks over the pin when sail is in position. A single (No. 24) jaw is attached to side of boom, a few inches aft of connecting ring, which engages the mast and holds the sail in position. The sheet rope completes the rig.

STYLE B – Has mast headgear (No. 11), foot gear (No. 12), boom fastener (No 16), and hoists with a halliard.

Number	Length on Boom	Length on Yard	Length on Leach	Area, Square Feet	Price of Sail only	Price of Rig Style A	Price of Rig Style B
1	5 ft. 1½ in.	5 ft. 9 in.	6 ft. 0 in.	13	$1.35	$4.75	$8.00
2	5 ft. 10½ in.	6 ft. 6 in.	6 ft. 10 in.	17	1.75	5.25	8.50
3	6 ft. 9 in.	7 ft. 8 in.	7 ft. 10 in.	23	2.20	6.00	9.25
4	7 ft. 7 in.	8 ft. 6 in.	9 ft. 0 in.	30	2.65	6.75	10.00
5	8 ft. 3 in.	9 ft. 3 in.	9 ft. 6 in.	35	3.00	7.75	11.00
6	9 ft. 3 in.	10 ft. 6 in.	11 ft. 0 in.	45	3.75	8.50	11.75

SIZE—40 feet, A. C. A. regulation, same price as the No. 6.

GENERAL DESCRIPTION OF SAILS, CORDAGE, ETC.

CORDAGE.

FINE BRAIDED COTTON—"SAMPSON" MAKE.

No.	8	About $\frac{9}{32}$	inch	diameter,	per	yard $0.05
"	7	" $\frac{1}{4}$	"	"	"	..... .045
"	6	" $\frac{7}{32}$	"	"	"	..... .04
"	5	" $\frac{3}{16}$	"	"	"	..... .035
"	4	" $\frac{5}{32}$	"	"	"	..... .03
"	3½	" $\frac{1}{8}$	"	"	"	..... .025
"	3					..... .02
"	2					..... .015

LEG O' MUTTON RIG.

The Leg o' Mutton or Mutton Leg rig is a very old one, and though not so much used as formerly, is still a favorite with many, the only objection to it being that it requires a very long mast for the area. This sail will be rigged in three ways—Call them A, B and C.

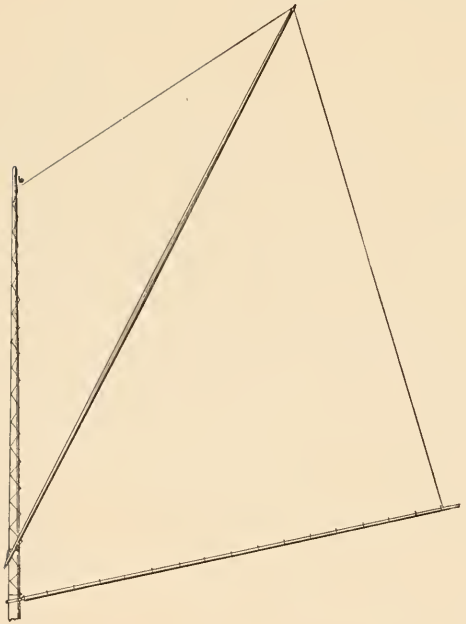
STYLE A—Just the sail lashed to a mast, and a sheet rope fastened to the clew.

STYLE B—Sail lashed to the mast and boom ; boom connected to mast by boom fastener (No 17) ; sheet rope.

STYLE C—Sheave in head of mast ; mast rings ; boom fastener (No. 17) ; sail hoist with halliard. Reef points if so ordered on Style C.

Number	Length on Boom	Length on Mast	Length on Leach	Area, Sq. Feet	Price of Sail only	Price of Rig Style A	Price of Rig Style B	Price of Rig Style C
7	4 ft. 3 in.	7 ft. 3 in.	7 ft. 10 in.	15	$1.50	$3.50	$5.25	$7.50
8	5 ft. 0 in.	8 ft. 0 in.	8 ft 9 in.	20	2.00	4.25	6.00	8.25
9	5 ft. 9 in.	8 ft. 9 in	9 ft. 8 in.	25	2.50	5.00	6.75	9.00
10	6 ft. 9 in.	10 ft. 4 in.	12 ft. 5 in.	35	3.00	5.75	7.75	10.25
11	8 ft. 2 in.	12 ft. 3 in.	13 ft. 8 in.	50	4.00	6.75	8.75	11.50

DESCRIPTION AND PRICES OF RIGS.

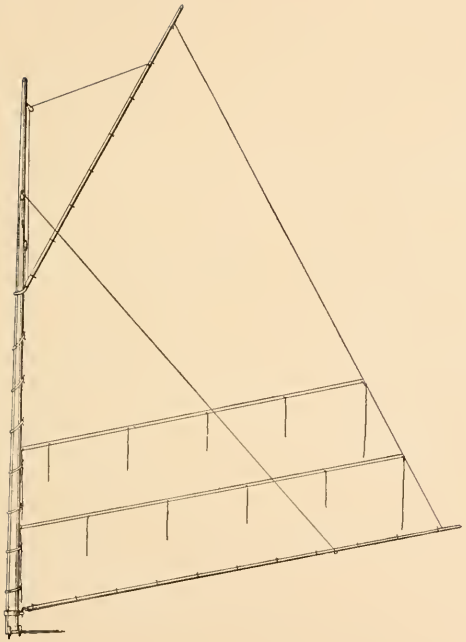


SPRIT SAIL RIG.

This is a very simple rig—cheap because it requires no metal fittings except boom fastener (No. 17) and mast clamps. It cannot be reefed. To lower the rig you go forward in the boat and remove the lower end of the sprit from the loop by which it is held to the mast; tip the boom against the mast and lift the mast from the tube. It is a very effective rig and is used considerably on open skiffs, but is not considered as safe as some others, because it cannot be lowered without shifting position in the boat.

No.	DIMENSIONS				Area	Price Sail only	Price Complete
	Foot ft. in.	Hoist ft. in.	Head ft. in.	Leach ft. in.			
12	4–0	4 0	3–0	5–0	15	$1.40	$5.00
13	5–6	4–11	4–4	6–6	25	2.25	5.75
14	6–9	5–10	5 4	7–9	40	3.50	6.50
15	7–6	6–8	5–10	8–10	50	4.25	7.25
16	8–5	7–10	6–6	10–3	65	5.50	8.25
17	9–4	8–10	7–3	11–6	80	6.50	9 50

FORE AND AFT OR GAFF RIGS.

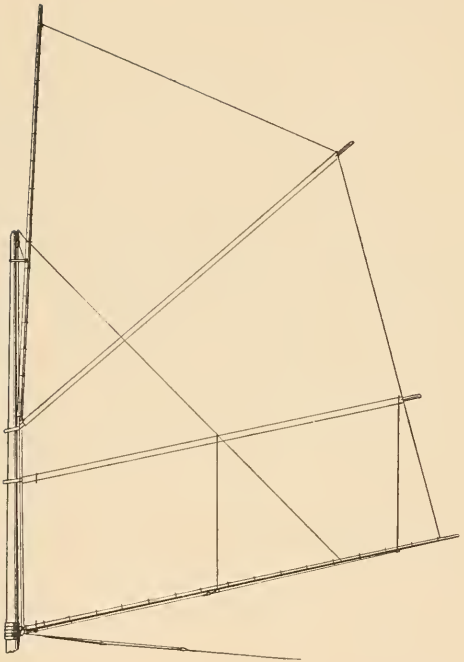


A common and well-known rig for large areas. In suitable sizes, it is well adapted to small open boats and combination row and sail boats where but a single sail is wanted. It has no battens. Nos. 18, 19, 20 and 21 have each one row of reef points; numbers 22, 23 and 24 two each.

The boom fastener for this rig will be our No. 15, with block and plate (No. 44) to fasten to deck forward to carry the halliards. Mast rings are used and a clamp and block for throat and peak halliards. On Nos. 23 and 24 a block is put on the gaff, a double block at head of mast, and peak halliards are double from gaff to mast head. Wood jaws are used on gaff, as being lighter and better than metal, on Nos. 22, 23 and 24.

No.	DIMENSIONS				Area	Price Sail only	Price Complete
	Foot ft. in.	Hoist ft. in.	Head ft. in.	Leach ft. in.			
18	8–9	4–4	5–8	9–0	40	$3.50	$12.75
19	9–0	5–2	6–0	10–7	50	4.25	13.75
20	9–6	5–6	6–8	11–2	60	5.00	14.75
21	10–6	6–2	7–6	12–7	75	6.00	17.75
22	12–3	7–3	8–5	14–8	100	8.00	20.75
23	13–4	9–0	8–7	16–8	125	10.00	25.75
24	14–5	10–0	9–1	18–3	150	12.00	27.75

DESCRIPTION AND PRICES OF RIGS.



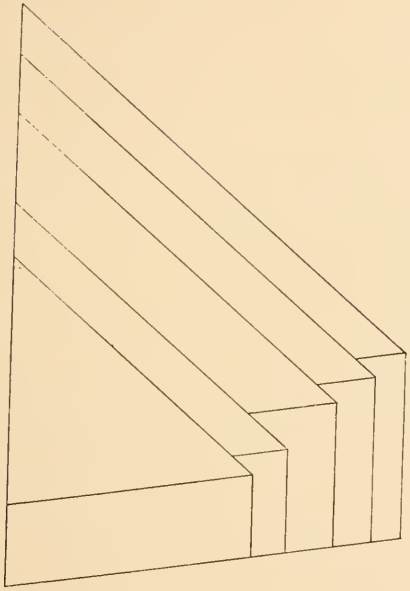
NEW CANOE SAIL.

Though no longer new, has always been a popular rig because of its short spars and perfect working, whether whole or reefed. It sets very flat and is very effective. Head Gear No. 11, Foot Gear No. 12, Boom Fastener No. 17 and mast clamps are used on this rig.

No.	DIMENSIONS					Area	Price Sail only	Price Complete
	Foot ft. in.	Hoist ft. in.	Head ft. in.	Leach, Yard to Batten ft. in.	Leach, Batten to Boom ft. in.			
25	4–3	2–4	4–2	3–4	4–4	20	$2.00	$11.75
26	4–9	2–7	4–8	3–8	4–10	25	2.50	12.25
27	6–3	3–8	6–3	4–10	6–9	45	3.75	14.25
28	7–4	4–0	7–4	5–6	7–9	60	5.00	15.75
29	8–4	4–2	8–4	6–4	8–5	75	6.50	17.25

REEFING GEAR—It is contemplated to use a reefing gear on rigs 25 to 44 inclusive, and such blocks, sheaves, cordage, &c., as are required for that purpose are covered by the prices named for these rigs. Such fittings as cleats, &c., that attach to the boat, are extra.

DESCRIPTION AND PRICES OF RIGS.



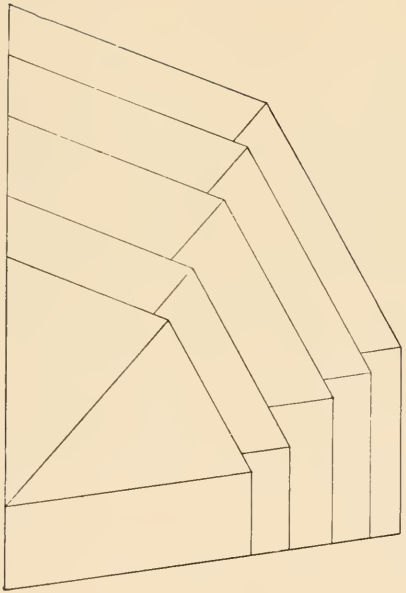
THE BAILEY RIG, DOUBLE HALLIARDS.

We have so called it because we first made it to drawings furnished by Mr. Reade W. Bailey. It is a decidedly popular rig among racers. By using our double head and spar gear, with double halliards, we bring the yard perpendicular and against the mast. The sail sets very smoothly, and the center of effort being low down, it is very effective. Numbers 38 and 39 have two battens. Reefs at lower batten, unless otherwise ordered.

Spar Gear No. 13, Head Gear No. 14, Foot Gear No. 15, with a double block on plate attached to the deck forward of the mast are used on this rig. All spars and battens are of equal length.

Number	Dimensions on Spars	Area	Price, Sail only	Price, Complete
35	6 ft. 0 in.	30	$3.00	$14.00
36	6 ft. 10 in.	40	3.75	15.00
37	8 ft. 0 in.	60	5.00	17.00
38	8 ft. 11 in.	75	6.50	18.50
39	9 ft. 8 in.	90	7.50	20.00

DESCRIPTION AND PRICES OF RIGS.



IMPROVED BAILEY RIG, DOUBLE HALLIARDS.

See also cut of Vesper, page 44.

This is like the Bailey rigs, Nos. 35-39, EXCEPT in the shape of the leach between batten and peak, and the use of another batten as shown. This change of shape increases the area on the same length of spars. It is, without doubt, the most effective and popular sail in use at the present date. This sail measures the same on all spars and battens.

Number	Dimensions on Spars	Area	Price, Sail only	Price, Complete
40	6 ft 0 in.	36	$3.50	$15.00
41	6 ft. 10 in.	47	4.25	16.00
42	8 ft. 0 in.	70	5.75	18.50
43	8 ft. 11 in.	87	7.50	21.00
44	9 ft 8 in.	103	9.00	23.00

Fitted and rigged the same as Nos. 35-39.

DESCRIPTION AND PRICES OF RIGS.

To bring the yard close to and parallel with the mast, double halliards are required. As some prefer the single halliard, we will duplicate Rigs Nos. 35 to 44 inclusive with single halliard, cutting the sail on the yard at a slight angle as required.

The method of rigging will be with a sheave in mast head and single block on plate on the deck forward of the mast. The halliard, fastening to the yard, will lead over the sheave in mast head, thence down and through block on deck, thence forward or aft as required for main or mizzen, to hand or cleat.

The same mast foot gear and the same reef gear will be used as on Nos. 35 to 44, but mast head gear No. 14 and spar gear No. 13 will be dispensed with, thereby lessening the cost a little. Each will be known by the same number as its corresponding area with double halliard, but with the letter "B" annexed—as No. 35 for 30-foot sail with double halliard and No. 35 B for 30-foot with single halliard. Measurements on spars the same as for like number with double halliard.

THE BAILEY RIG, SINGLE HALLIARD

Number	Area	Price, Sail only	Price, Complete
35B	30	$3 00	$11.00
36B	40	3.75	12.00
37B	60	5.00	14.00
38B	75	6.50	15.00
39B	90	7.50	17.00

IMPROVED BAILEY RIG, SINGLE HALLIARD

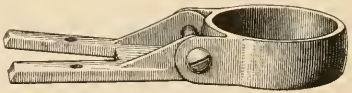
Number	Area	Price, Sail only	Price, Complete
40B	36	$3.50	$12.00
41B	47	4.25	13.00
42B	70	5.75	15.50
43B	87	7.50	18.00
44B	103	9.00	20.00

OPEN SAILING CANOE FITTINGS.

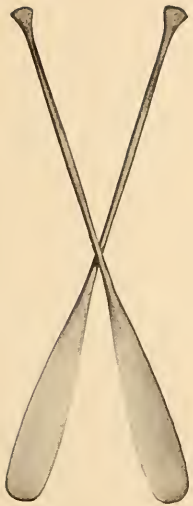
Owing to the increased popularity of the Canvas Covered Canoes, we have had frequent calls for fittings suitable to equip these for sailing. The Lee-boards and mast fastenings illustrated have been given careful and severe tests during the seasons of (1905-6) and have been found satisfactory in every respect. They are not experiments but the result of careful thought.

The cut herewith illustrates the RUSHTON 1905 Lee-Boards attached by chocks to the thwart of a Grade A canvas covered canoe. The Lee-boards are made of cherry ¾ in. thick. The blades are about 26 inches long by 11¾ in. wide at the widest point. The forward edges are straight except at the point where they meet the aft edge. The blades are connected by a round cross bar about 1½ in. in diameter, to which they are attached by means of pins curved at one end to facilitate withdrawal. The boards are fastened in position by lashing to the thwart, and are lifted out of position by the hand. Price, without chocks - - - - $4.50

The RUSHTON Mast Step and Band herewith shown is for rigging sails in open canoes and was designed especially for the canvas covered canoe. The Mast Step (lower cut) is intended to screw to the heel of the stem by ¾ inch round head screws. It is 1⅜ in. inside diameter and 1 inch deep. The Mast Band (upper cut) is intended to bolt to either upper or lower side of deck. The band proper is hinged to the deck fastening by means of a machine bolt and is so constructed that either a 2 inch or a 1¾ inch band may be used, making it suitable for rigs with either size mast. These fittings are furnished in polished brass only. Price complete, including ONE size band only, $1.50. Extra Band, $0.75. Mailing weight, 16 oz.



PADDLES—Description and Prices.



SINGLE BLADE PADDLES.

Hand made from choice maple, oiled and varnished. Very fine.

Length, 4½, 4¾, 5, 5¼, 5½ feet, Price, each, $1.50.
Length, 5¾, 6 feet, Price, each, $1.75.
Other lengths or special patterns made to order at proper advance for special work.

DOUBLE BLADE PADDLES.

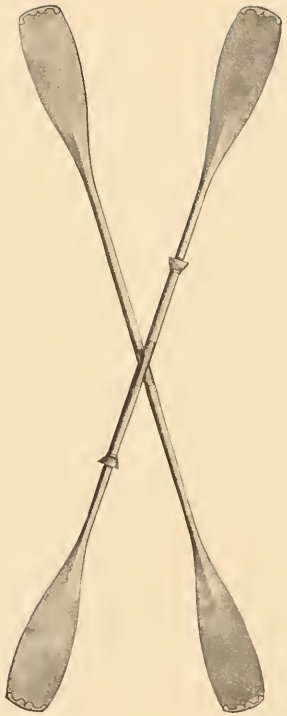
Made from clear spruce, friction joint, copper machine locked tips, oiled and varnished, without drip cups.

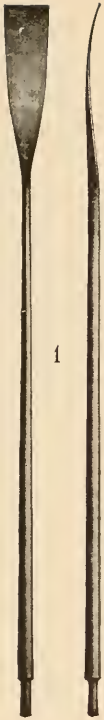
7, 7½, 8 feet, each, $3.25; 8½ feet, $3.50; 9 feet, $3.75; 9½ feet, $4.00; 10 feet, $4.50.

Square point double blades, made *to order* 25 cents extra. Spoon blades, square pointed, 75 cents extra.

RUBBER DRIP CUPS—As Shown.

For double blade paddles, per pair, - - - - $0.50





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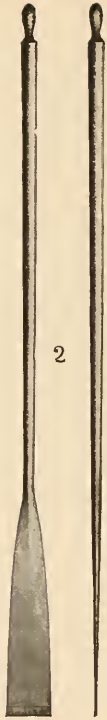

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OARS—Description and Prices.

SPRUCE OARS, SPOON BLADE. (Fig. 1).

7	feet, copper tipped and varnished, per pair,				-	$3.50
7½	"	"	"	"	-	3.75
8	"	"	"	"	-	4.00
8½	"	"	"	"	-	4.25
9	"	"	"	"	-	4.50
Leathered, per pair, *extra*,					-	.50

The spoon oars are *hand made* from the very best of stock, and finely finished, oiled, varnished and copper tipped.

SPRUCE OARS STRAIGHT BLADE. (Fig. 2).

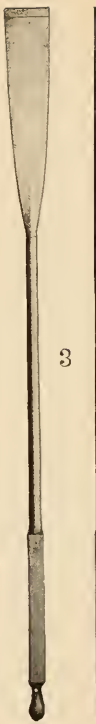
7 feet, copper tipped, and varnished, per pair, -	$2.00
7½ and 8 feet, copper tipped and varnished, per pair,	2.25
8½ and 9 feet, copper tipped and varnished, per pair,	2.50
Leathered *extra*, - - - - - - - -	.50

SPRUCE OARS, STRAIGHT BLADE, SQUARE LOOM. (Fig. 3).

7 feet, copper tipped and varnished, per pair, -	$2.50
7½ and 8 feet, copper tipped and varnished, per pair,	2.75
8½ and 9 feet, copper tipped and varnished, per pair,	3.00

MAPLE OARS, STRAIGHT BLADE, SQUARE LOOM. (Fig. 4).

7½	feet, varnished, per pair, - - - - -				$3 25
8	"	"	"	- - - - -	3.50
8½	"	"	"	- - - - -	3.75
9	"	"	"	- - - - -	4.00



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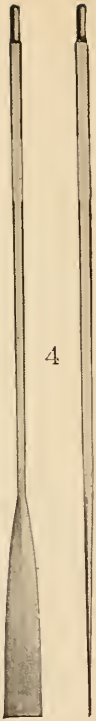
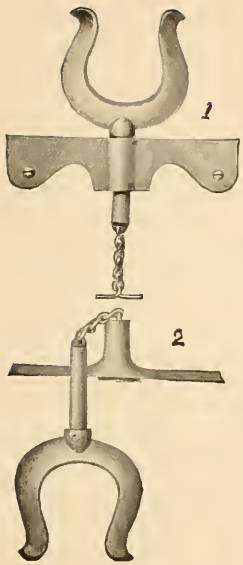
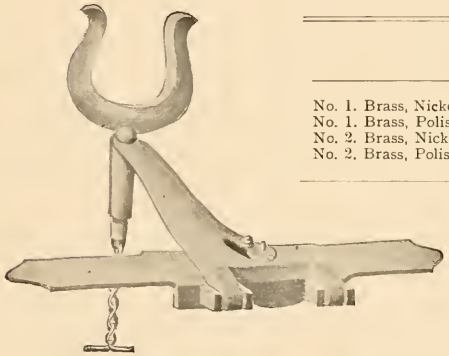


4

ROWLOCKS—Description and Prices.





Definitions—That part which is fastened to the boat is called the Socket. The other part the Oarlock. *Together* they are termed Rowlocks. Please order by number.

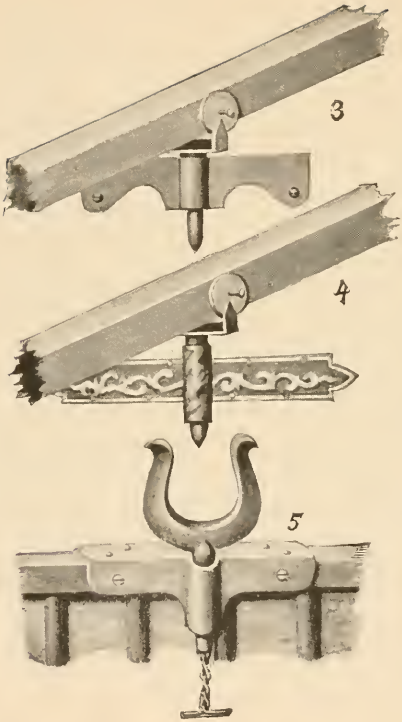
	Oarlocks only	Sockets only	Rowlocks complete
No. 1. Brass, Nickel-plated, per pair	$1.40	$1.40	$2.75
No. 1. Brass, Polished, "	1.30	1.30	2.50
No. 2. Brass, Nickel-plated, "	1.40	1.50	2.75
No. 2. Brass, Polished, "	1.30	1.40	2.50

OUTRIGGERS.

These Outriggers have a spread of 8 inches per pair outside the gunwales. When not in use they may be turned down inside the boat. (Screw holes in plate not shown.)

Price per pair, Polished Brass - - $5.50
" " " Nickel-Plated Brass 6.00

All sockets are drilled for 9-16 in. pin. If ordering to replace wornout or broken parts, remember this.



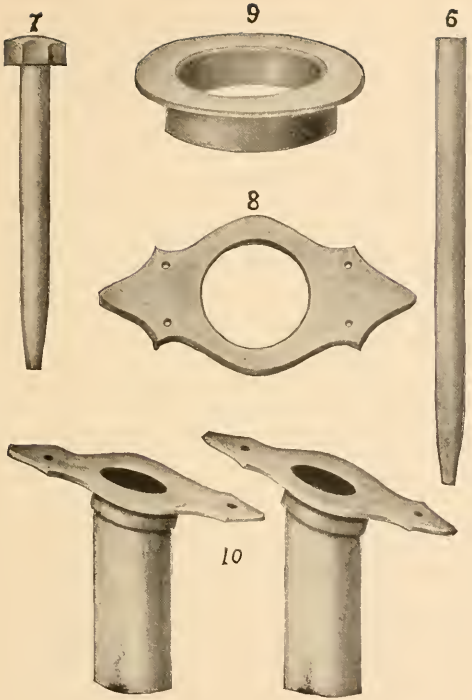
ROWLOCKS—Description and Prices.

		Oarlocks only	Sockets only	Rowlocks complete
No. 3.	Brass, Nickel plated, per pair.....	$1.65	$1.40	$3.00
No. 3.	" Polished, "	1.55	1.30	2.75
No 4.	" Nickel-plated, "	1.65	1.40	3.00
No. 4.	" Polished, "	1.55	1.30	2.75
No. 5.	" Nickel-plated, "	1.40	1.40	2.75
No. 5.	" Polished, "	1.30	1.30	2.50

Rowlock No. 5 is intended for Dinghies. It is nearly like No. 1 in pattern, but the socket goes on the inwale and does not project outside the gunwale.

Oarlocks Nos. 3 and 4 have a spread of 1½, 1¾ and 2 inches. In ordering state which is wanted.

All sockets are drilled for 9-16 in. pin. If ordering to replace wornout or broken parts, remember this.



CANOE FITTINGS—Description and Prices.

MAST PINS.

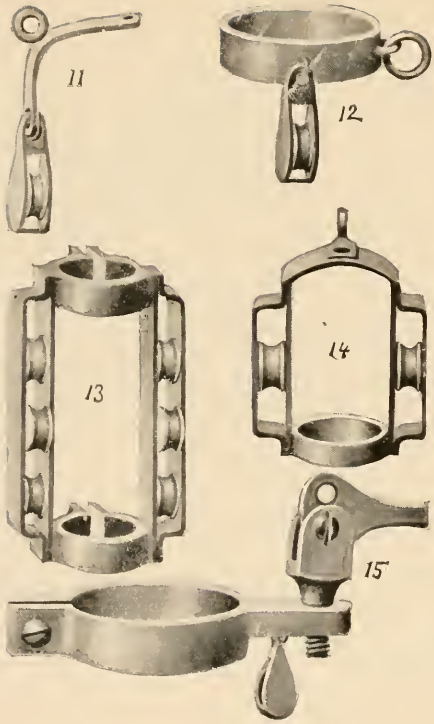
With Nut (Fig. 7.)	$0 30
Without Nut (Fig. 6.)	.25

MAST PLATES.

Inside Diameter	Fig. 9	Fig. 8
1½ inches	$0.30	$0.35
1¾ "	.30	.35
2 "	.30	.35
2¼ "	.40	.50
2½ "	.50	.60
2¾ "	.60	.75
3 "	.70	.90
3½ "	.80	1.05
4 "	.90	1.20

Flag Tubes and Plates (Fig. 10) Tubes 4 inches deep, 1 inch inside diameter. Price 75 cents each.

(Screw holes not shown in Fig. 9.)



MAST AND SPAR GEAR.

(Patented.)

Mast Head Gear (Fig. 11)	$0.75
" " " Double Block	1.00
" " (Fig. 14) Band 1⅜ inch	2.00
Mast Foot Gear, 1¾, 2, 2¼ inch (Fig. 12)	$0.75
" " " " " Double Block	1.00
Mast Foot Gear (Fig. 15), 2 inch	$2.60
" " " 2¼ "	2.75
" " " 2½ "	2.75
" " " 2¾ "	3.00
" " " 3 "	3.00
" " " 3¼ "	3.15
" " " 3½ "	3 25
" " " 4 "	3.50

Sizes above three inches have no reef block.

Gaff or Spar Gear (Fig. 13), sizes to fit spar 1, 1⅛, 1¼, 1⅜ and 1½ inches diameter, each $2.75.

NOTE.—The screw attachment, as shown between the parts, has been changed. A nut with check-nut underneath the arm is now used.

CANOE FITTINGS—Description and Prices

BOOM FASTENING.

(Patented.)

Boom fastening and clamp (Fig. 16), 1¾ and 2 inch	$ .75
" " " " 2½ and 3 inch	.90
" " " " 3½ inch	1.00
" " " " 4 inch	1.25
" " spike (Fig. 17), 1¾ and 2 inch	.60
" " " " 2½ and 3 inch	.75
" " " " 3½ inch	1.00
" " " " 4 inch	1.25

SPAR GEAR.

Spar gear (Fig. 18), ¾ to 1¼ clamp	$1.15
" " 1⅜ to 1¾ clamp	1.25

MAST CLAMPS.

(Fig. 19.)

To be used for holding foot gear and boom fastenings in place.

1¾, 2 and 2¼ inch, per set of 3 pieces	$ .90
2½ inch " "	1.00

Larger sizes to order at increased price.

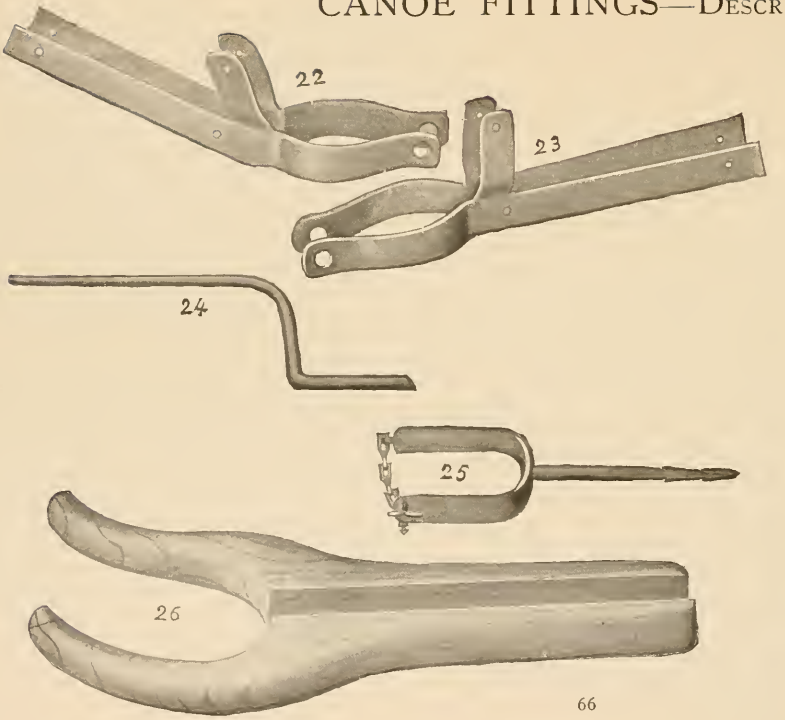
BOAT HOOKS.

Canoe size, Improved Style—About as shown No. 20	$1.00
The same complete with 8 foot pole	1.50

TURNBUCKLES.

Canoe size (Fig. 21), per pair	$1.25
¼ inch, per pair	1.75

CANOE FITTINGS—Description and Prices.



JAWS.

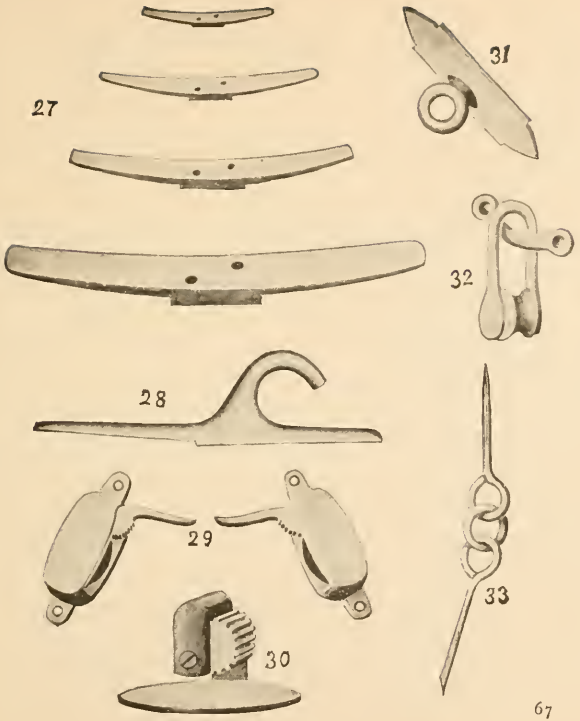
Bailey (Figs. 22-23), 2 pieces, for 1¾ and 2 inch mast $1.20
Bailey (Figs. 22-23), 2 pieces, for 2¼ in. mast.. 1.30
Bailey (Figs. 22-23), 2 pieces, for 2½ in. mast.. 1.40
Bailey (Figs. 22-23), 2 pieces, for 3 in. mast.... 1.50
Bailey (Figs. 22-23), 2 pieces, for 3½ in. mast.. 1.75
Fig. 22 for New Canoe Sail.

Single (Fig. 24), for 1¾ inch mast..... $0.40
" " " 2 " ..... .40
" " " 2½ " ..... .60

Double (Fig. 25), 1½, 1¾ and 2 inch..... $0.75
" " 2¼ and 2½ " ..... .75
" " 3 " ..... .85
" " 3½ " 1.00
" " 4 " 1.50

Figure 26.

For Gaff Rig, wood, 2¾ inch mast..... $1.00
" " 4 " 1.50



CANOE FITTINGS.

DESCRIPTION AND PRICES.

CLEATS.

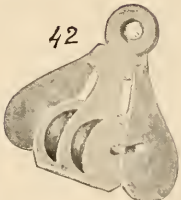
Jam Cleats (Fig. 27), 2 inches - - -	$0.12
" " 3 " - - -	.20
" " 4 " - - -	.30
" " 5 " - - -	.40
Improved "Butler" Cleats (Fig. 28), about 3 in. long - - - - - - - -	.30
Clutch Cleats (Fig. 29), right and left hand, screw on side of coaming, each - - - -	.70
Cam Cleats (Fig. 30), Canoe size - - -	.50

DANDY FAIRLEADERS.

Figs. 31 and 32 (order these by number), each $0.30

CONNECTING RINGS.

For yard and boom (Fig. 33) - - - - $0.30



CANOE FITTINGS.

DESCRIPTION AND PRICES:

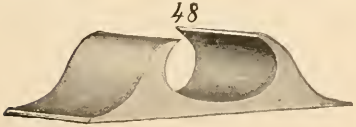
BLOCKS.

	PRICE.
Reef, single (Fig. 34) - -	$0.20
" double (Fig. 35) - -	.35
¼ inch blocks (Fig 36) - -	.30
⅜ " " (Fig. 36) - -	.35
½ " " (Fig. 36) - -	50
¼ " double blocks (Fig. 37)	.40
⅜ " " " (Fig. 37)	50
½ " " " (Fig. 37)	.80
¼ or ⅜ in. swivel blocks (Fig. 38)	50
Cam blocks (Fig. 39.) - -	.50
No. 1 snatch block for ¼ or ⅜ inch cord (Fig. 40) - -	.40
No. 2 snatch block for ¼ or ⅜ inch cord (Fig. 41) - -	.75
Double snatch block for ¼ or ⅜ inch cord (Fig. 42) - -	1.00

BLOCKS ON PLATE.

Single (Fig. 43) - - -	$0.80
Double (Fig. 44) - - -	1.10

Larger sizes, swivel or special pattern, to order.



CANOE FITTINGS.

DESCRIPTION AND PRICES.

SWIVEL SHEET BLOCK WITH CLAMP FOR BOOM.

Small Size (Fig. 45), 1¼ to 1½ inch clamp, for ¼ inch cord.....$1.25
Large " " 1½ to 2 inch clamp, for ⅜ inch cord..... 1.40

SWIVEL SHEET BLOCK ON PLATE.

Small Size (Fig. 46) ¼ inch cord..... .....$1.00
Large " " ⅜ inch cord..... 1.15

CHOCKS.

STRAIGHT OR BEVELED.

Canoe Size (Fig. 47), about 3 inch.....$0.40

STRAIGHT OR BEVELED.

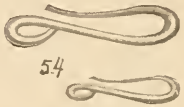
Size, about 4½ inch (Fig. 48)..... .... .60

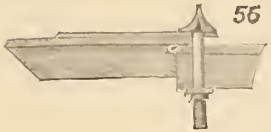
SHEET RINGS.

Large Sheet Rings (Fig. 50) $0.50
Small " " (Fig. 49)..... ..... .40

Screw holes not shown in Nos. 48, 49, 50.

CANOE FITTINGS—Description and Prices.





Hatch Fastenings.

Hatch fastenings for dry stowage (Fig. 56).....$1.50
The cut shows ½ set.
Rubber Packing for hatch.....Each, $1.00

Cast Brass, Polished and Nickel Plated Figures and Letters. (Fig. 51.)

Cast Brass Figures

NICKEL PLATED.

¾	inch.....	Per doz.,	$.60
1	"	"	.84
1¼	"	"	.96
1½	"	"	1.08
2	"	"	1.25
2½	"	"	2.00
3	"	"	3.00

POLISHED.

¾	inch.....	Per doz ,	$0.60
1	"	"	.84
1¼	"	"	.96
1½	"	"	1.08
2	"	"	1.25
2½	"	"	2.00
3	"	"	3.00

Cast Brass Letters.

NICKEL PLATED.

1	inch.....	Each,	$0.10
1¼	"	"	.12
1½	"	"	.15
2	"	"	.16
2½	"	"	.20
3	"	"	.35

POLISHED.

1	inch.....	Each,	$0.10
1¼	"	"	.12
1½	"	"	.14
2	"	"	.16
2½	"	"	.20
3	"	"	.35

These prices for letters and figures include screws.
Stock—We only carry in stock the nickel plated letters in 1, 1¼ and 1½ inches. Other sizes of figures furnished promptly.

Bolts and Rings for Painters.

Canoe size (Fig. 52).....$0.35

T Bolts.

FOR HOLDING FOOT GEAR OR FOOT BRACES. (Fig. 53.)

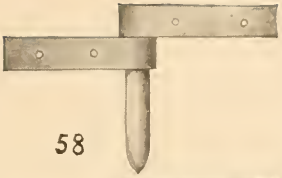
Brass Nickeled $0.45
Polished Brass ..... .40

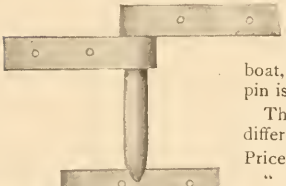
Spring Hooks.

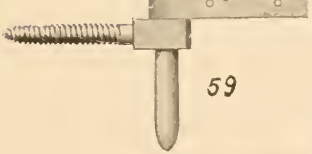
Medium spring hooks (Fig 54).....$0.12
Small spring hooks (Fig. 54)..... .10

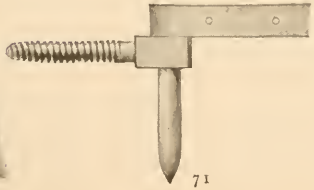
Screw Eyes.

Screw Eyes (Fig 55).....$0.10









57

58

59

RUDDER BRACES.

DESCRIPTION AND PRICES.

Fig. 57 shows a Rudder Brace devised by us several years ago.

It seems to be the perfect fastening for wood rudders for small boats.

As will be seen by the cut, it *cannot unship* except the rudder blade be at *right angles* with the course traveled by the boat, and *then* only when raised so the slot on pin is at the upper gudgeon on the boat.

The lower end of pin may be cut off to suit different lengths of stern posts.

Price per set, nickel plated - - $1.50
" " polished - - - 1.35

CANADIAN CANOE RUDDER BRACES.

(Not shown. No. 57½.)

Are the same as No. 57, *except* that the part attached to the boat adapts it to the curved stern post.

Nickel plated, per set - - - $1.50
Polished, per set - - - - 1.35

COMMON RUDDER BRACES.

(Fig. 58) Canoe and Row Boat Size.

Price per set, nickel plated - - $0.90
" " polished - - - .80
" " with screw gudgeons (Fig. 59) plated - - - - .90
" " with screw gudgeons (Fig. 59) polished - - - .80

METAL AND WOOD RUDDERS—DESCRIPTION AND PRICES.

DROP RUDDERS.

MATERIAL—Hard brass, nickel plated.

CONSTRUCTION—The post is a $\frac{7}{16}$ inch rod, this is slotted for a distance of about 5 inches near one end to receive a plate $\frac{1}{32}$ inch thick. This plate is rivetted securely in the post and projects about a $\frac{1}{4}$ inch at one side and to this projecting part is rivetted the cheek pieces $\frac{1}{16}$ inch in thickness. The blade, or drop part, is pivotted between the cheek pieces as shown.

The usual yoke may be used or a 4 inch wheel with a concave rim. Either is fastened to the post by a taper pin.

ATTACHMENT TO THE CANOE.—If the canoe has a straight stern post a tube of suitable size and strength is fastened to it and is cut away on the after side sufficiently to allow all necessary swing of the rudder. If for a canoe with a curved stern post, special curved braces are required. Price $1.50. In construction it seems very strong and simple. Price, with yoke, $8.00; with wheel, $8.50.

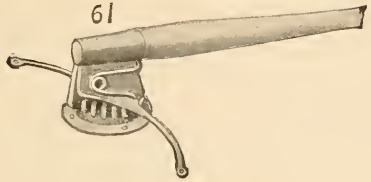
The sample rudder was furnished by Mr. Perry D. Frazer of the K. C. C., of New York.

WOOD RUDDERS.

Size for row boats and canoes, including braces and cross heads.

Cherry or Maple, with No. 57 braces	$2.50
Cherry or Maple, wiuh Nos. 58 or 59 braces	2.00
Spruce, natural crook, according to size and braces	$2.50 to 5.00

DECK STEERING GEAR—Description and Prices.



DECK STEERING GEAR. No. 60

Fitted with oak or maple stick.

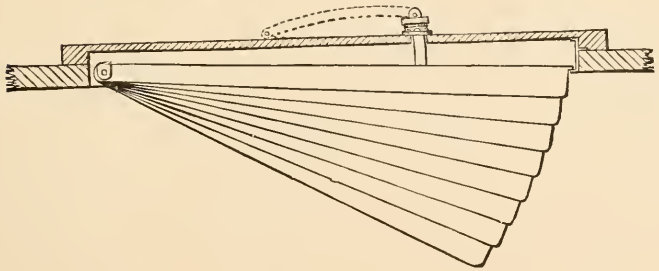
Gear and handle only	$3.25
Including Safety Chain, Hooks and Tighteners	5.50

SELF-LOCKING DECK STEERING GEAR. No. 61.

Patented.

Gear and Handle only	$5.50
Including Safety Chain, Hooks and Tighteners	7.75

The spring locks, and the natural pressure of the hand upon the end of the tiller releases, when it can be turned as freely as the other gear.

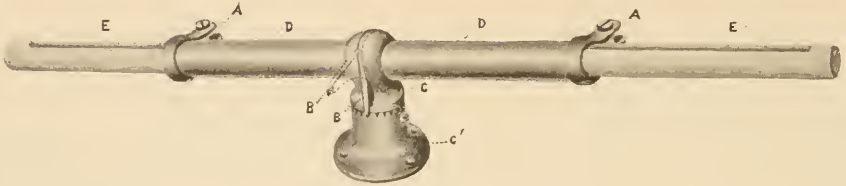


FOLDING CENTERBOARD

Radix Patent Folding Centerboard

Size	Weight	Area	Width of Slot	Price
15 x 30 in.	9 lbs.	1⅝ sq. ft.	⅛ req'd in keel	13.25
18 x 36 in.	12 "	2¼ "	⅛ " "	16.25
24 x 37 in.	15 "	4 "	1¼ " "	21.25

THWARTSHIP DECK STEERING GEAR—Description and Prices.

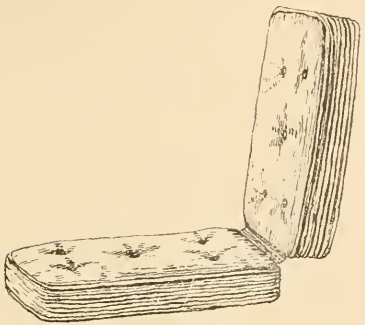


Invented by J. H. Rushton, 1901.

The base "C′" screws firmly to the deck at any convenient point aft the cockpit. Its hollow center engages the lower part of " C," and allows it to turn freely. To " C " on either side are brazed the length of tube " D D " through which the stick " E " passes and turns freely. The locking device or pawl, " B " is a separate piece, and by taking out the stick " E " can be removed entirely. A slot in one side of the stick " E " (lined with metal) engages a projection on the pawl " B," and a slight turn of the stick locks or unlocks the gear.

To Make it Self-Locking—Slip a stiff rubber band over " B " and " C." Then you can slip the band down and off both, if you do not want a *self* locking gear, or up over " C " but *under* " B " if you would prevent locking. This is three kinds of gear in one, and the changes made without cost, anywhere, in a moment's time. Connections with gear and rudder yoke may be made with cord, chain or solid stick on one side only.

Price, Gear only, $6.00.



KNICKERBOCKER THWARTSHIP TILLER—The after mast tubes project some 2½ inches above the (round) mast plate. Over this is fitted a short piece of brass tube and firmly fastened to it at right angles a piece of tube about 12 inches long and 1¼ inch diameter, at the ends of which are eyes into which the rudder chains fasten. A stick some 3 feet long completes it.

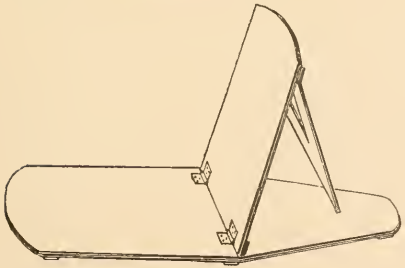
Price, as above named, without rudder connections, $

BOAT SEAT CUSHIONS.

MATERIAL—Gray Corduroy, filled with best curled hair.

Prices according to size and shape, $2.50 to $4.00 each.

Other material also may be used, and prices vary accordingly ranging from $2.00 to $10.00.



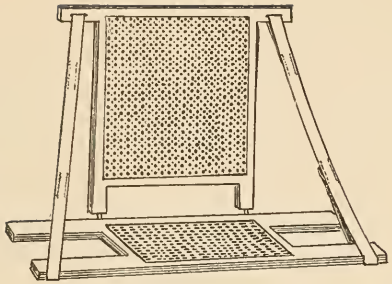
FOLDING CUSHIONS.

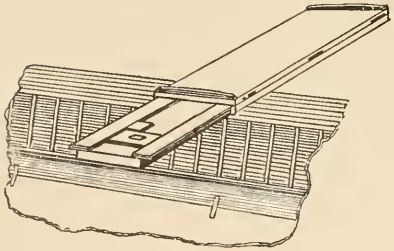
Size (each part) 12 x 15 inches; material, gray corduroy, hair filled, $4.00

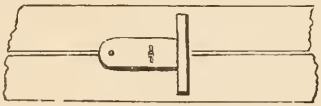
FOLDING SEATS.

Cherry frame, cane bottom and back	$4.00
Cherry	2.50
Ash, or other suitable wood	1.50

Bottom and back are not solid, as shown, but are made of strips about two inches wide and separated a little.







Seats, Seat Backs, Foot Braces.

CANE SEATS AND EASY BACKS.

The frame is made of cherry, oak or ash, according to grade of boat, or as may be ordered.

Boat seat only, according to size	$1.50 to $1.75
Back only, without straps or hinges	1.25
Back with straps and hinges	2.75
Back for stern seat, small	1.25
Seat back straps, russet leather, per pair	.75
Seat back hinges, per pair	.75

The seat backs here shown are made in three widths, viz: 10, 12 and 14 inches. In ordering state width wanted.

Seat back, all wood, ash or butternut strips; 18 inches long, about 14 inches wide $0.75

SLIDING DECK SEAT

30 inch for sailing canoes $5.25

The base of the seat rests on the coaming and is held firmly in place by a clamp underneath, held by two nickel plated brass bolts with thumb nuts.

FOOT BRACES

Including brass T bolt $0.50

SUNDRY FITTINGS—Description and Prices.

CHAIR SEATS.

Chair Seat No. 1, cane bottom and back, each,	$4.00
Chair Seat No. 2, cane bottom, spindle back, each,	3.00

AWNING. CARPET. CANVAS.

Awning tubes and plates - - - - - -	$4.00
Awning, with sticks and posts - -	$7.50 to 12.00
Carpet, Body Brussels - - - -	5.00 to 10.00
Canvas (painted), used instead of carpet	5.00 to 8.00

SEAT BRACES.

Brass, fancy pattern, nickel-plated, each - - -	$0.35
Brass, nickeled, each - - - - - - -	.25
Polished, each - - - - - - - -	.20
Galvanized Iron, each - - - - - - -	.10

CARRYING YOKES.

MADE FROM SOLID BLOCK.

Whitewood, *used with Hunting Canoe or Saranac Laker*, $2.50

SAFETY CHAIN.

Brass Safety Chain, No. 1, nickel-plated, per foot - 0.10

SUNDRY FITTINGS—Description and Prices.

AIR TANKS.

These are made of thin sheet copper placed over a box of thin wood to give proper shape. *They must be fitted to the boat.*

For Canoes under 31 inch beam, per pair	- -	$7.50
" Boats 32 to 36 " "	- -	8.00
" " 37 to 42 " "	- -	8.50
" " 43 to 48 " "	- -	10.00
" " 49 to 54 " "	- -	12.00
" " 55 to 60 " "	- -	14.00

For Square Stern Boats add 25 per cent. to above prices

STEM BANDS OR BANG IRONS.

Cut from sheet brass; about an inch wide at keel, tapering to about ⅜ inch at deck; thickness about No. 12, B. & S.

Nickeled, 30, 38 and 42 inches, each - - -	$1.00
Polished, 30, 38 and 42 " " - - -	.90
* " 19 " " - - -	.45

Special sizes or patterns extra.

*The lower half of Bang Iron; to reach above water line.

METAL RAILING.

Nickel plated brass, per set - - - - - $16.00

A Set consists of 16 stanchions about 3 inches high and 4 pieces of tubing, each ⅜ x 48 inches, with ornamental button at each end of tubing.

RINGS—SOLID BRASS, NICKEL PLATED

½ and ¾ inch inside diameter, each - - -		$0.08
1 and 1¼ " " " " - - -		.10
1½ " " " " - - -		.12
1¾ " " " " - - -		.14
2 and 2¼ " " " " - - -		.18
2½ " " " " - - -		.22
2¾ and 3 " " " " - - -		.25
3½ and 4 " " " " - - -		.30
4½ " " " " - - -		.35

FERRULES.

⅜, ½, ⅝, ¾ and ⅞ inch, each - - - -	$0.06
1, 1⅛, 1¼, 1⅜ and 1½ inch, each - - -	.10
1¼ to 2½, each - - - - - - -	.15

FRICTION JOINTS.

Joints, for spars and masts. Outside diameter given. All 6 inches long except 2, 2¼ and 2½ inches—those are 8 inches.

¾, ⅞, 1⅛ and 1⅜ inches - - - - - -	$0.30
1¼ and 1⅝ inches - - - - - - -	.50
1⅜ and 1⅞ inches - - - - - - -	.60
1½ inches - - - - - - - -	.70
2 inches - - - - - - - - -	.75
2¼ inches - - - - - - - -	.75

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